

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

WHEN THE S. O. S. SIGNAL is sent out by a ship in distress, it is useless unless the message is received by an expert wireless operator. And so it is when YOUR BYES SIGNAL THEIR DISTRESS from weakness or strain, you are unable to read the signs unless you have an expert operator. Get advice from N. LAZARUS, OPTHALMIC OPTICIAN, 15, Queen's Road Central, HONGKONG.

No. 19,496. 號六十九百四千九萬一第 日五十月十年申庚 HONGKONG, WEDNESDAY, NOVEMBER 21st, 1920. 三拜禮 號四廿一十一年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
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FRENCH LESSONS
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PEAK TRAMWAY CO., LIMITED.

TIME TABLE.

WEEK DAYS	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " 8.30 " " 10 " "	
9.30 " " 10.00 " " 10 " "	
10.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 " " 10 " "	
12.30 p.m. to 2.30 p.m. every 15 minutes	
2.30 " " 3.00 " " 10 " "	
3.30 " " 4.00 " " 10 " "	
4.30 " " 5.00 " " 10 " "	
5.00 " " 5.30 " " 10 " "	
5.30 " " 6.00 " " 10 " "	
6.00 " " 6.30 " " 10 " "	
6.30 " " 7.00 " " 10 " "	
SUNDAYS	
7.30 a.m. to 10.30 a.m. every 15 minutes	
10.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 " " 10 " "	
12.30 noon to 1.00 p.m. 10 " "	
1.00 " " 1.30 " " 10 " "	
1.30 " " 2.00 " " 10 " "	
2.00 " " 2.30 " " 10 " "	
2.30 " " 3.00 " " 10 " "	
3.00 " " 3.30 " " 10 " "	
3.30 " " 4.00 " " 10 " "	
4.00 " " 4.30 " " 10 " "	
4.30 " " 5.00 " " 10 " "	
5.00 " " 5.30 " " 10 " "	
5.30 " " 6.00 " " 10 " "	
6.00 " " 6.30 " " 10 " "	
6.30 " " 7.00 " " 10 " "	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprode Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE

On and after TUESDAY, NOVEMBER 2ND, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local.	No. 2 Thru.	No. 3 Thru.	No. 4 Thru.	No. 5 Thru.	No. 6 Thru.	No. 7 Thru.	No. 8 Thru.	No. 9 Thru.	No. 10 Thru.	No. 11 Thru.	No. 12 Thru.	No. 13 Thru.	No. 14 Thru.	No. 15 Thru.	No. 16 Thru.	No. 17 Thru.	No. 18 Thru.	No. 19 Thru.	No. 20 Thru.
CANTON (at the top) dep.	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
SEW LOON dep.	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50
Shanghai dep.	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55
Taipei dep.	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00
Taipei Market dep.	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05
Shanghai dep.	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10
Taipei dep.	7.30	7.45	7.60	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Taipei Market dep.	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20
Shanghai dep.	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25
Taipei dep.	7.45	7.60	7.75	8.30	8.45	8.60	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30
Taipei Market dep.	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35
Shanghai dep.	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40
Taipei dep.	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45
Taipei Market dep.	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50
Shanghai dep.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Taipei dep.	8.15	8.30	8.45	8.60	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00
Taipei Market dep.	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05
Shanghai dep.	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10
Taipei dep.	8.30	8.45	8.60	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15
Taipei Market dep.	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20
Shanghai dep.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25
Taipei dep.	8.45	8.60	8.75	9.30	9.45	9.60	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30
Taipei Market dep.	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35
Shanghai dep.	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40
Taipei dep.	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45
Taipei Market dep.	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50
Shanghai dep.	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55
Taipei dep.	9.15	9.30	9.45	9.60	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00
Taipei Market dep.	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05
Shanghai dep.	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10
Taipei dep.	9.30	9.45	9.60	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15
Taipei Market dep.	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20
Shanghai dep.	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25
Taipei dep.	9.45	9.60	9.75	10.30	10.45	10.60	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30
Taipei Market dep.	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35
Shanghai dep.	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40
Taipei dep.	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45
Taipei Market dep.	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50
Shanghai dep.	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55
Taipei dep.	10.15	10.30	10.45	10.60	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00
Taipei Market dep.	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05
Shanghai dep.	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10
Taipei dep.	10.30	10.45	10.60	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15
Taipei Market dep.	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20
Shanghai dep.	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25
Taipei dep.	10.45	10.60	10.75	11.30	11.45	11.60	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30
Taipei Market dep.	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35
Shanghai dep.	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25	15.40
Taipei dep.	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45
Taipei Market dep.	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50
Shanghai dep.	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25	15.40	15.55
Taipei dep.	11.15	11.30	11.45	11.60	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00
Taipei Market dep.	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50	16.05
Shanghai dep.	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25	15.40	15.55	16.10
Taipei dep.	11.30	11.45	11.60	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15
Taipei Market dep.	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50	16.05	16.20
Shanghai dep.	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25				

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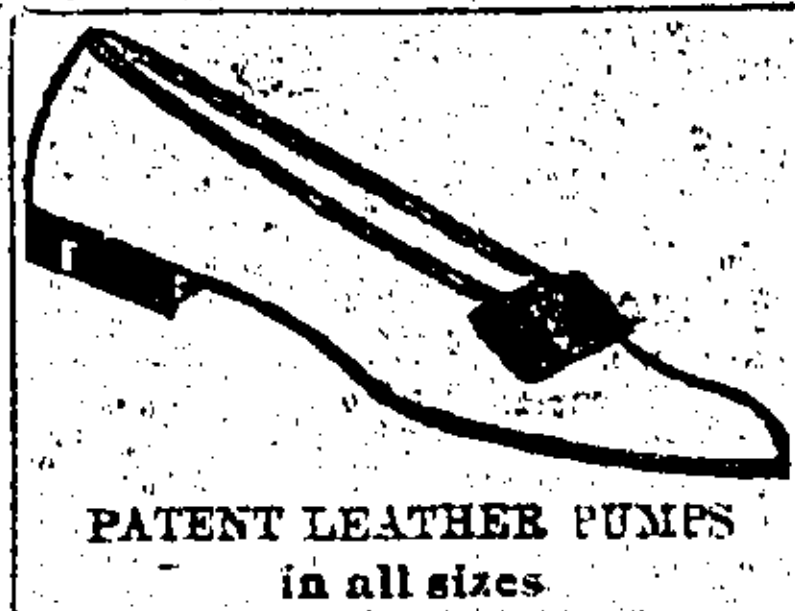
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NOMINAL VALUE 100 Francs.

PRICE OF ISSUE 100 Francs.

Interest payable twice a year on 16th June and 16th December.

First instalment due on 16th June, 1921.

SUBSCRIPTIONS WILL BE RECEIVED FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges, and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

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NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS OF £100 each issued at par.
Interest payable twice yearly, on June 15th
and December 15th.

First coupon due on June 15th, 1921.
Applications will be received from October 20th,
up to November 25th by the—

RUSSO-ASIAN BANK.
R. RODGERS,
Manager.

Hongkong, October 14th, 1920. 1636

NEW FRENCH GOVERNMENT LOAN 6%

Not Refractable
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 15th
June and 15th December; first semi-annual
interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE
DE L'INDO-CHINE from the 20th October,
up to the 25th November next.

BANQUE DE L'INDO-CHINE,
7, MARSOT,
Acting Manager.
Hongkong, October 14th, 1920. 1639

STEEL TRADE IN SUSPENSE.

NO BIG ORDERS FOR
FOUR MONTHS.

The special correspondent of the Times writing from Sheffield on October 9th said: "Before the war Great Britain ranked third to Germany and the United States among the steel-producing countries of the world. Last year it seemed impossible to prevent our manufacturers from taking and retaining the lead. Extensive and elaborate plant, laid down for war purposes provided facilities for turning out steel in this country on a scale previously unknown. Germany was no longer a serious competitor, and it was believed that the equipment of our works left America well behind."

Great quantities of steel are still required both at home and abroad, but it is stated in Sheffield that no new orders of any importance have been received for nearly four months, and the partial collapse of the motor-car industry has been followed by the cancellation or suspension of contracts for high-grade constructional steel. What is responsible for this sudden slump?

Manufacturers tell me that the prime cause of the decline is the fact that business men have got tired of the absence of firm quotations. Throughout the "boom" period every contract placed was on the basis of payment at the prevailing price on the day of delivery, and constantly repeated increases of wages and rising costs of pig iron, coal, and coke have kept buyers quite uncertain what steel would cost by the time it reached them. In some cases where quotations have had to be given for articles requiring steel as a raw material, the whole margin of profit has been swept away by a sudden jump in prices. Apart from uncertainty, prices generally have been up to such a level that they have become prohibitive to would-be foreign customers, and particularly to Allied countries whose exchanges are low. Unless the situation can be improved the bright hopes recently entertained for the industry look like coming to naught.

Belgium has recovered and is under-cutting and underselling us. Germany is again seeking orders and is prepared to quote for delivery here, and America is busy in the overseas markets. Meanwhile, as announced last week, Messrs. Steel, Pechey and Tower, of Sheffield, have a wonderful plant for steel production, have discharged more than a thousand workpeople, including men in positions of control. Unemployment is not as yet extensive in the district, and local trade union officials are inclined to be optimistic, particularly as rolling-mills are still working full time, and the demand for electro-plate, cutlery, and tools remains good. But while trade depression is only partial, the fact which is causing concern is that the section of industry first affected by the cessation of buying is that of steel production, from which so much had been expected.

A feeling still exists that the downward movement will be arrested. If Labour stability could be assured, output increased to a point which would enable manufacturers to lower prices below the figure to which they have already been reduced by a cutting of profits and taxation curtailed orders, it is believed, would again be placed. The secretary of the Sheffield Chamber of Commerce said to me to-day that there could be no doubt that the demands of the world for Sheffield steel and steel products were far from being satisfied.

Should conditions become more steady, money a little easier, and taxation less crushing, enterprise would be forthcoming to maintain the prosperity of the city. The Developments Department of the Corporation here, although handicapped by the refusal of Parliament to give ratepayers' money, to be used on its work, is still giving help in furthering the interests of Sheffield by publicity and other ways. A suggestion to which effect may be given later on, is that Sheffield should hold an exhibition of its products in London. The idea would not be to take a great hall, but to secure suitable accommodation and keep the exhibition open for two or three months.

THE YPRES SALIENT.

A message from the King consenting to become Patron-in-Chief of the newly formed Ypres League was received at a meeting of the League held at the Anglo-Belgian Union, 25, Albemarle-street. In the absence of the president (Lord French), Lord Rawlinson presided.

It was announced that the response to the recent appeal of Lord French and Lord Plumer calling on every soldier who had served in the Salient and everyone who had a relative buried there to forward his name and address to the hon. secretary, had been widespread. Lord Haig, Lord Allenby, and Lord Horne joined the League, and the Ypres Book of Remembrance, which is to be deposited at Ypres, already contains the names of thousands of private soldiers who served in the Salient during the war.

The objects of the League include: the publication of a register of the dead, and of a chart of the battle field showing the position of every battalion during the three great battles of Ypres; the erection of a worthy memorial of the defence and of outstanding feats of arms on the battlefield; the establishment of a close and cordial relations with the present dwellers on the battlefield; the provision of information for relatives and pilgrims; and an annual reunion of officers and men who served at Ypres.

The Hon. Alice Douglas Pennant introduced, and Lord Rawlinson supported, a plan for the erection of a bell tower on the battlefield with a peal of bells for special occasions. "Lieutenant-General" Sir Charles Harington announced that the Belgian Government desired to mark the historic sites in the Salient, and that the following places had been recommended:—Pillbox, St. Julien, Hooge, Hill 30, St. Eloi, and Neuve Eglise. Outside ring:—Poelcapelle Station, Passchendaele, Broodseinde, and Messines. In Ypres itself the Cloth Hall, Cathedral, Menin Gate, and Lille Gate.

A conference of authorities, Deputies, and financial experts, meeting at Kandersteg, Switzerland, has rejected, against the wishes of the Socialists, proposals for a capital levy and a tax on extraordinary war profits.

PASSPORT FEE SCANDAL.

TYRANNY THAT WASTES TIME
AND MONEY.

When is the tyranny of enormous passport fees to end? asks the Daily Express.

When are British travellers to be permitted to go abroad under something approaching pre-war passport conditions?

The unfortunate visitor to the Continent, if he goes at all far afield, is forced now to wait in long queues at an endless chain of consulates. Once in possession of the numerous visas he requires, hours of his valuable time are wasted while pompous, gold-laced officials stamp his passport at the frontiers he crosses.

It was possible and easy, before the war, to travel from Bukhara to San Francisco without papers of legitimization of any kind. Visas, if demanded, were given at the cost of a few pence. Passport fees have risen in many cases since the war from 500 per cent. to 900 per cent.

Here are some of the latest fees. It will be noticed that in some cases the validity of the visa is only for a month. At the expiration of this period a fresh stamp must be obtained:—

Country	Charge	Validity
America	£3	One year
France	80	One year
Germany	20/0 to £7/10	Variable
Czechoslovakia	10/0	One month
Austria	10/0	Variable
Switzerland	5/0 to 25/0	One year
Poland	10/0	Two months
Belgium	£1/10	Three months

Regulated by rate of exchange.

THEY MUST LONG.

The foreign consulates claim in each case that they are forced to charge such high prices, since British consulate charges proportionately high fees for a British visa; but the passport tyranny does not end with high fees.

"I have had my passport for nearly a year," said a business man, whose affairs force him to make frequent journeys to various parts of Europe, to a representative of the Daily Express. "It has one hundred and twenty-four visas on it, and so many pages have been pasted on it to make room for fresh visas that when unfolded it is a good ten feet long."

"I calculate each of these cost me on an average two hours to obtain, and the same time to be examined. Multiply, then, 124 by four, and you get 496 hours, or twenty-one days of my valuable time wasted in one year over passportage."

If you want to travel, for example, from Warsaw to Vienna the journey takes twenty-four hours. Out of this eleven and a half hours are wasted at the frontiers for examination of passports and baggage.

The remedy is very simple. A central passport office should be established in every capital all over the world, with branches in the big towns. Here the would-be traveller could come with his passport. Consular representatives of every nation would have a separate room. In this one building twenty visas, if wanted, could be obtained in an hour.

A uniform fee should be charged, and visas, once given, should be valid for a year. Result—co-ordination, saving of time, saving of money, and promotion of better international relations.

The British Government, however, must set an example to other nations by reducing their ridiculously high prices for British visas.

NEW SEAS FOR U.S. SHIPS.

A WORLD TRADE PLAN.
OWNERS IN CONFERENCE.

The Times learns that an important meeting was held in London on September 23rd to discuss a proposal that United States vessels should participate in the regular trade between the Far East and the United Kingdom and the Continent. The proposal is especially interesting as indicating a desire on the part of the United States shipping authorities that the United States mercantile marine should take part in regular world-wide shipping services as well as in those to and from United States ports.

The trade is an important one, and participating in it regularly are, besides British vessels, liners of the French, Italian, Dutch, Norwegian, and Japanese mercantile-marine, and liners of the Danish, Swedish, and Russian East Asiatic companies. It will be noticed that all these ships, unlike those of the United States mercantile marine, have terminal ports in Europe or the Far East.

It is understood that representatives of the United States Shipping Board and leading American firms, were present at the meeting. There is reason to believe that it was maintained that since the United States and the Allied nations had fought together in time of war, they should work together in time of peace. The expression of this sentiment is known to have been received with warm approval. The various lines already in the trade, including, of course, the British, expressed their entire approval that United States vessels should now share in this trade with them. They proposed that the United States ships should enter the trade on terms equal to those governing existing vessels, securing similar benefits and incurring similar obligations.

Some little difficulty, however, arose owing to the fact that the vessels of all the nations now in the trade practice what is known as the rebate system. Rebates are illegal in the United States, and consequently they are not employed by the shipping lines of any nationality in trades to or from United States ports. It is understood that while the representatives of the various shipping lines already in the service between the Far East and the Continent and United Kingdom are, as already indicated, perfectly willing that vessels of the United States should participate in this trade, they did not see how that system, which forms part of the way in which the business is conducted, could be omitted from any agreement on the subject with the United States mercantile marine. The problem of rebates was left over for further consideration by the United States shipping authorities, and it is hoped that any difficulty they may have seen in the question will be satisfactorily overcome.

ANTI-GAMBLING MOVEMENT.

IN KWANTUNG.
ANOTHER PETITION TO GOVERNMENT BY MISSIONARIES.

The following resolution has been conveyed to the Anti-Gambling Society:—

"That the Board of co-operation of the Christian Missions in Kwantung views with the deepest satisfaction the progress of the anti-gambling movement in Canton, and would assure the leaders of the movement of their whole-hearted support and sympathy in their good work, and trust that, under God, their effort may be speedily crowned with success in the total prohibition of gambling by the Government."

The support of more than eight hundred missionaries is pledged to the anti-gambling movement.

There was to be yesterday a grand parade of the leading schools, organizations, and citizens, including boys and girls, under the auspices of the Canton Christian Anti-Gambling Society, from the Tieu Tse Ma Tan, the Bund, to the Government House to present a petition again to the Governor, praying that he will approve of the recent resolution of the Kwantung Provincial Assembly abolishing all forms of gambling in the province of Kwantung.

More than fifty organizations, including the biggest firms in the city and the largest factories in Honan, were to participate in the parade.

RUBBER OBJECT-LESSON.

FIVEFOLD OUTPUT DIVIDES THE PRICE BY FIVE.

"By raising output 500 per cent. the Rubber Growers' Association have succeeded in placing rubber on the market at half the pre-war price," said an official to a representative of a London paper recently.

"Here are a few figures:—

Year	Output	Price per lb.
1912	25,000	5 8d.
1913	47,000	4 8d.
1914	64,500	3 8d.
1915	95,000	3 2d.
1916	150,000	4 3d.
1917	215,000	3 4d.
1918	300,000	2 8d.
1919	314,000	2 10d.
1920 (Sept.)		1 4d.

"Had the price of rubber kept pace with the cost of living, it would have been 7d. a pound instead of 1s. 4d. today. By multiplying production by five, the producers have divided the price by five."

The association has announced its intention to reduce output by 25 per cent., but this still leaves an increase of 18 per cent. over the year before.

SELLING MILITARY SECRETS.

STRANGE STORIES.

The Yomiuri (Tokyo) publishes a report to the effect that the sergeant-major of the garrison hospital in Formosa stole a number of military documents and arranged for their sale to Mr. H. B. Hitchcock, who until recently was the American Consul stationed at Taihoku, Formosa. According to the Yomiuri, he was caught by gendarmes when attempting to make a delivery of the documents to Mr. Hitchcock's successor. The price agreed upon was Yen 100,000. The sergeant-major is reported to have confessed to above facts.

Mr. Bell, the Charge d'Affaires at the American Embassy, has furnished an explanation which sets an entirely different complexion on the case. He says that the sergeant visited Mr. Hitchcock and offered him some maps for sale, whereupon the Consul notified the authorities, who established a watch. The sergeant kept away, suspecting trouble, but approached Mr. Hitchcock's successor, Mr. E. Doonan (who was formerly at Kobe) and renewed his offer to sell. Mr. Doonan asked the man to wait at the consulate, and mean while notified the military authorities. The traitor was arrested at the gate of the American Consulate solely through the information supplied by the Consul.

The Japanese press is continually hinting at American endeavours to bribe Japanese to secure military secrets and naval plans.

LITTLE HSU'S ESCAPE.

Mr. Ohata, the Japanese Minister, sent the following official note to the Waichowu: "I have the honour to inform your Excellency that Hsu Shu-tseng, repeatedly communicated to me his desire to withdraw from the refuge of this Legation and to leave the Legation guard compound which has been his place of shelter, and that each time I strongly urged his reconsideration. I have now received a report from the commandant of the Legation Guard that Hsu Shu-tseng, who was in the Legation compound on the night of the 14th instant, was not visible next morning and could not be discovered in the compound."

"It must be concluded from the above that Hsu Shu-tseng secretly stole out between the night of the 14th and the next morning."

"In thus communicating the above fact to your Excellency with as little delay as possible, in the same spirit as that in which I informed you that I had consented to give Hsu Shu-tseng and others refuge, on the ground of general international practice, and with no ulterior intention on my part, I avail, etc."

CHINA'S FOISTED REPLY.

The Waichowu replying to the Note from the Japanese Legation regarding the escape of Hsu Shu-tseng, draws attention to the Japanese Note of August 3, in which an undertaking was given that all communication between the Anfuites and the outside world should be restricted, and that the latter would be warned to refrain from political activities.

The Note asks the reason for the long interval between the escape of "Little Hsu" and the notification to the Chinese Government. The Note further requests the Legation to hand over the remaining eight Anfu-ites in view of the apparent inability of the Legation Guard to prevent their escape.

A DOCTOR'S RIGHT TO PRACTICE.

AN INTERESTING JUDGMENT AT SHANGHAI.

Judgment was delivered last week in the United States Court at Shanghai by his Honour Judge Lobrigier in the case in which Drs. Kusun, Street and Massey sued Dr. Paul M. Martin to restrain him from practising medicine within 100 miles of Shanghai.

The judgment was a very lengthy one and concluded as follows: "The extreme remedy of injunction is never applied to enforce a contract whose terms are doubtful. Much less is it available where the parties never reached the stage of a contract. Our conclusion from the whole evidence here is that while each party believed in good faith that he had a contract, each believed that he had a different one from that which the other believed in and that the mutuality which the law requires in such cases was therefore lacking. These worthy disciples of Esculapius attempted to cover a rather technical and complicated subject by a legal document of their own making, without expert assistance; and they achieved about the same measure of success as a lawyer would in performing a major operation. The prophylactic treatment of having a lawyer draft the contract not being applied, a comatose condition set in which was contemplated and desired by neither party. We have consequently no alternative but to dismiss the bill with costs to plaintiffs."

COMMERCIAL AIR ROADS.

IN CHINA
THE QUESTION OF COST.

At a meeting of the Engineering Society of China last week Dr. Chastley delivered a paper entitled "Commercial Aeronautics in China."

Dr. Chastley, who is an Associate Fellow of the Royal Aeronautical Society of Great Britain, and was engaged in aeronautical research before the war, opened his paper by referring to the fact that the part to be played by aircraft in China in the future had already been envisaged in connection with the Shanghai Harbour Investigation with which he is now associated.

His own interest in the subject dated back to the year 1900 and the immensity of local developments had suggested the suitability of a paper. It was not proposed to deal with dirigible balloons owing to the technical difficulties of handling those craft in China.

The main principles of aeroplane practice from an economic point of view were then considered and it was shown that for fuel alone even under good conditions the expense would amount to \$0.25 per freight ton-mile. The overhead expenses (not including ground costs) were then shown to bring total to upwards of \$2.00 per ton-mile. The ground costs were next considered and it was shown that a total figure of \$3.50 per ton-mile was quite probable. Home prices from 1914 to 1916 per ton-mile were mentioned for comparison. Thus 700 lb. of cargo could be carried daily 540 miles at about \$1. per lb. or four passengers could be taken the same distance at \$100 per trip.

The weather conditions and the topographical difficulties were then considered and finally certain conclusions were indicated.

- (1) A purely mail service would necessitate a heavy franking of mails.
- (2) A passenger service might not be financially sound.
- (3) A cargo service can only be operated when carrying valuable goods.
- (4) Aerial service can only be a success when flying between two highly developed centres.
- (5) Aeroplanes already begin to compare with automobiles for long distance transport.

He concluded by a consideration of the various possibilities for improvement of the economic conditions and mentioned his indebtedness to Col. F. V. Holt of Peking for kind criticisms of his paper.

MAY HALL FIRST ANNUAL CONCERT.

May Hall, the youngest of the University Halls, was "At Home" on Saturday evening to a fairly large gathering, and a most enjoyable entertainment was provided. The Chinese Hall was decorated with flags and Chinese lanterns. The programme did not lack novelty. One of the particularly pleasing points, at least to the outsider, was the large number of items contributed by the students themselves. Among these the most outstanding were the Juitan exhibition and the burlesque entitled "Pyramus and Thisbe" taken from "A Midsummer Night's Dream." The Chairman of the Hall, Mr. C. Y. Ng, opened the function with a short speech, in which he thanked all those who contributed items, and welcomed Mrs. Simpson who had just arrived from England to join her husband, the English Warden of the Hall. The overture was played by the Hall's Shanghai Quartette.

Mr. T. L. Cheah contributed "Suggestions," various exclamations used by various people at certain periods, as, for instance, when a golfer misses a perfectly easy shot. Mr. W. H. Shih sang a Mandarin song, Mr. Jordan gave a Venetian Song, and as an encore, "My Little Gray Home in the West." The next item was a juitan exhibition, organized by Mr. C. C. Cheah. Miss K. Y. Sze gave an exhibition of Indian Club swinging. The Hall's Cantonese musicians gave a good selection of music. Mr. Freeman sang two songs. Mr. Mackintosh recited Tonyson's "The Victim." The last item before the interval was a musical selection in which two violins and one mandolin took part.

Tea was served at a quarter to ten. A Buddhist prayer by the May Hall students opened the second part of the programme. Mr. E. C. Lee then gave a violin solo, with Mr. Fenton at the piano. The next item was a song by Miss Edie Sze, which was followed by "Pyramus and Thisbe."

At the close of the entertainment, Dr. Jordan, the acting Vice-Chancellor, voiced the feelings of the audience by expressing his appreciation of the successful first annual concert of May Hall, and proposed a vote of thanks to all those who took part in the concert.

The Chinese National Anthem was then sung, and "God Save the King" terminated a very successful concert.

CORRESPONDENCE.

THE COLONIAL GOVERNMENT AND "THE UNDER DOG."

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

Sir.—It is grateful and comforting to observe our leading local newspaper taking up the cudgels on behalf of the "under dog." I have been waiting patiently for some sort of criticism on the hard consideration for the low wage man in Hongkong as exhibited by the Government at the last meeting of the Legislative Council, and Roderick Randdom has come forward with some well balanced and sound opinions. I have looked in vain, however, for some comment on the gratuitous insult offered to the "under dog" by the Colonial Secretary. He stated, on the matter of Government loans for house-builders, that there had been several applications but many of the applicants had been found to be "men of straw" with no security of any sort to offer.

The "men of straw" are obviously the "under dogs." Whence does the Colonial Secretary think the "under dog" is to acquire sufficient realisable property which would form adequate security against a loan of ten or fifteen thousand dollars? If the "under dog" were able to do this he would no longer be "under dog," and he certainly would not find it necessary to ask for Government loans to enable him to keep a roof over his head. It is the "under dog" who is feeling the pinch of the house shortage and the high rents—the very man whom it is necessary to consider, the man whose salary does not permit of dealing in the share market, who has no scrip to offer as security, who, in fact, lives from hand to mouth and has to give what might otherwise be his savings to a profiteering landlord.

It has been suggested that the house itself should form the security but that is an argument that can be as easily disposed of as is "the under dog" by the Government. If money is borrowed from the Government it presumably has to be paid back, whatever the security may be. The "under dog" cannot afford to pay back monthly instalments on a heavy (for him) loan. It would put him in precisely the same position as he now is, with the heavy rental to pay. The "under dog" wants a cheap house to rent. He does not want to buy a house; he has no hope of ever becoming a landlord.

I have pointed out before that hotels and loans will not relieve the situation and are not the remedy. The Government must build houses and become landlord. The Government does not want to become landlord. That is obvious, because it wants independent security against loans. The Government realises that unless such security were forthcoming it would be forced to become landlord, for it also realises that the "under dog" has no hope of keeping up the instalments in repayment of the loan. That is why the Government jibs at the suggestion of the house itself being the security.

I regret having taken up so much of your valuable space, but the whole thing resolves itself into the following question—Will the Government build houses itself and let them out at reasonable rentals. If not why not?—Yours, etc.,

HONGKONG, November 22nd, 1920.

HAT SNATCHING.

"BLOWN OFF BY WIND."

Inspector Cockle charged a Chinese boy before Mr. N. L. Smith, yesterday, with the theft of a black felt hat from a Chinese gentleman in Bonham Strand West, on Saturday afternoon.

The Inspector said that the owner of the hat was riding a ricksha when the defendant came from behind and snatched the hat.

An Indian watchman, employed by a Chinese honk in the vicinity, saw this and gave chase and caught the defendant.

According to the watchman, the owner of the hat stopped his ricksha and got out, but when witness returned to the spot with the defendant in custody, the man had already left.

Inspector Cockle said that an advertisement was inserted in the Chinese newspapers, and twelve Chinese gentlemen, including the manager of the Sincere Co. turned up at the station to inspect the hat, but no one laid any claim to it. One curious fact was that all these twelve gentlemen claimed to have lost their hats in the same vicinity on Saturday afternoon.

The defendant said that he did not snatch the hat. It was blown off by the wind and fell on the road. As its owner did not trouble to stop to recover it, he picked it up and after brushing it out on his head, walked away.

Inspector Cockle proved two previous convictions against the defendant for similar offences, and the defendant was sentenced to six weeks' hard labour.

WEDDING AT THE CATHEDRAL.

STUART-TAYLOR-CALVERT.

There was a large congregation at St. John's Cathedral yesterday afternoon to witness the marriage of Dr. Eric Stuart Taylor, O.B.E., only son of Sir Frederick Taylor, Bart. of London, and Miss Evelyn Theresa Calvert, elder daughter of Dr. James Calvert, C.B.E., of 113, Harley Street, London, W.

The ceremony was performed by the Rev. V. H. Copley Moyle, the Cathedral Chaplain, the service being choral. The hymns sung were "Lead us, heavenly Father, lead us" and "O Perfect Love." Mr. Denman Fuller presided at the organ.

The bride, who was given away by Dr. G. Montague Harston, was attired in a gown of cream lace, with draped bodice and skirt in two deep flounces, trimmed with silver belt and falling spray of orange blossoms and white heather. Her hat was of brown tulle, with silver ribbon, and she carried a bouquet of pink and white roses.

The bridesmaids (the Misses Honor and Rosamund Hancock) wore frocks with shortwaisted bodices of deep cream satin relieved with a touch of tiny pink roses, and cream net frilled skirts edged with fillet lace. They also wore satin, shepherdess bonnets, with crowns composed of cream net hills, trimmed with brown tulle strings, and carried gold crooks trimmed with deep pink roses and floating bows of brown tulle. The page (Master Colin Black) wore a Court suit of white satin. The duties of bestman were discharged by Mr. A. H. K. Cobb.

After the ceremony a well-attended reception was held at the Hongkong Hotel, given by Dr. and Mrs. Harston and Dr. and Mrs. Marriott.

The happy couple received the felicitations of their many friends and left for Fanning for the honeymoon. Mrs. Taylor's going away dress being of a white gabardine coat and skirt with furs and a pink brocade hat.

WELLS AND POOLS IN KOWLOON.

BREEDING PLACES OF MOSQUITOES.

At a meeting of the Hongkong Sanitary Board yesterday, a Sub-Committee, consisting of Mr. G. R. Sayer (Chairman), Dr. F. M. G. Ozorio and Mr. S. W. Tso, was appointed, with authority to consider the closing of wells and pools in the residential area of Kowloon, whenever such well or pool is likely to become a public nuisance.

The Committee was appointed as a result of the following information supplied to the Board by Dr. W. J. Woodman, Assistant Medical Officer of Health, who wrote as follows:—The search for mosquito larvae in the European district of Kowloon was carried out on Oct. 13th and 14th. The weather was very unfortunate, as the heavy rain on October 11th and 12th had washed away many larvae, and sufficient time had not elapsed for their re-development, so that those found may be taken to represent a minimum average. Larvae were found in the ground of 62 houses. These were destroyed and the occupiers were informed and requested to prevent a recurrence.

There are many thick hedges and bamboo clumps, the former providing cover and the latter breeding grounds for the mosquito. There are a number of vacant plots of land through this district which, although cleansed at intervals, provide cover and casual water when the rain is intermittent. Larvae were found in several wells which had either defective covers or covers which were kept off.

There are also several wells of a surface character in flower gardens. I should like the opinion of the Heads of the Botanical and Forestry Department as to whether oiling these would have any bad effect on the flowers. I think no wells should be allowed that do not have a proper cover; they should be cement drained and fitted with a pump. The result as a whole emphasises the lack of knowledge and disregard of the average European for his health, so far as mosquitoes which carry disease are concerned.

LOTTERY TICKETS.

YOUTH FINED.

For the unlawful possession of 599 lottery tickets, a Chinese youth was fined \$25 or three weeks' hard labour by Mr. N. L. Smith, yesterday. The Police said that the defendant refused to give them any information concerning himself or the person who had given the tickets to him to deliver.

GOLF NOTES.

(BY ZODIAC.)

Congratulations to Mr. R. L. D. Wodehouse on his victory in the final of the Championship, and to Mr. W. D. Kraft my sincere condolence. The Golf played in the final was not of a very high standard, but, nevertheless, it was a well-contested game, and had Mr. Kraft's putting been up to standard, the result might easily have been reversed. Also, the Course being on the soft side was a handicap to him. His carry is not long, but he gets a lot of top spin on the ball, which if the course had been hard, would have given him another 20 to 30 yards on his drives. Mr. Wodehouse is not a convincing player; there is too much cricketer about his shots, and after watching his attempts to get out of the bunker guarding the second green, in the afternoon round, one wonders how he would have fared on a heavily bunkered course.

It makes up his deficiencies by being very deadly from within 40 yards of the hole, and also, by having an ideal temperament with the confidence of Andrew Kirkcaldy.

The discrepancy between the ages of the contestants has been largely discussed, and I am not sure that it is altogether fair on Mr. Kraft to drag in this subject again; but it is wonderful proof of the greatness of Golf that two men whose ages differ by 30 years, should contest the final of a Club Championship. In cidentally, it is rather a coincidence that it is just 30 years ago since the first Championship was played in Hongkong. Those who are superstitious might bear this number in mind at the next Gymkhana meeting!

I have not heard of any arrangements being made regarding the times of starting for competitors in the Jasper Clark Shield, next Sunday, and as entries are not entries it would be difficult to reserve times; but I certainly think the Committee should decide to allow competitors to book their morning and afternoon time before starting their first round. A competition of 36 holes medal play from scratch, is a fine test, and gives the best golfer a chance to distinguish himself; in fact, it is customary at home Clubs to play off the local Championship on these lines. It would certainly tend to raise the standard of Golf at Fanning if the low handicapped players played against each other more frequently, in scratch competitions, and for this reason I would like to see the Committee take a little more interest in the competition down for decision next Sunday. So far there has been no more enthusiasm displayed than over an ordinary Bogey pool.

It has been suggested that a match should be arranged between a ladies' and a men's teams, the latter to concede half a stroke a hole to their opponents. It is up to the ladies to state the number composing their team and the men will fall into line. This idea should be very beneficial to ladies' Golf, and I shall be very sorry if it does not materialise. Singles could be played in the morning and foursomes in the afternoon, but if a Sunday could not be arranged I am certain a fairly representative men's team could be raised for a Wednesday afternoon. As the ladies have shown more enterprise lately, I rely on them to institute negotiations.

The 6.17 train from Sheng Shui has been considerably over-taxed for accommodation the last two Sundays, which looks as if the scheme for registering the numbers of intending passengers was not working properly. If I am not mistaken, the scheme of registering, on the "Giffin" basis, as practiced in the men's club house, is not in vogue in the ladies' club house. This, no doubt, is correct, will account for a considerable discrepancy in the numbers given to the Railway Company and the numbers actually travelling.

The secretary informs me that the "look see" caddies posted on the course have been given special numbers, which they are supposed to display on their arms, so should any player wish to report a boy for inefficiency the correct procedure is to obtain his number, and make a written complaint in the book provided for this purpose, which is kept by the caddy master.

The recent story of Andrew Kirkcaldy, telling F. M. Earl Haig that it was a good thing he was a d-d side, better "sodger" than Goller, prompts me to tell another, of the famous Scottish pro, the truth of which I can vouch for. It happened that an elderly gentleman, with a handicap of 12, was partnered with Andrew in a foursome, in the days before there was any "out of bounds" at St. Andrews, and he "sliced" his shot into an empty railway truck.

Andrew ascended into the truck and found the ball playable but there was a large steel bolt in front of it. Looking over the side of the truck, he asked Mr. X to lend him his niblick, a request which was immediately acceded to and the shot was

(Continued at foot of next column.)

SUPREME COURT.

(UNDER THE ACTING CHIEF JUSTICE (MR. H. M. J. COMPERTZ).)

ALTERATION OF COMPANY'S OBJECTS.

Mr. Drummond renewed the application he made on Monday on behalf of the Mexico Steamship Company for the confirmation by the Court, of an alteration of the objects of the Company by the addition to the memorandum of association of the following paragraphs, amended at the suggestion of His Honour:—

(1) To loan money to persons or companies, incidental to, or in connection with the business of the Company on such terms, as to the company may seem fit and expedient.

(2) To give any such guarantee or indemnity, on such terms and upon such security, or no security as to the company may seem fit and expedient.

The company, which was incorporated in 1913, operates steamers between Hongkong and Mexico and is capitalised at \$300,000, with 600 shares of \$500, all fully paid up. His Honour granted the application.

AGENTS' CLAIMS GRANTED.

In the matter of Abdally Noordin v. Brijnahan Shewdayal and another, Mr. Potter, instructed by Mr. Turner of Deacons, Lecker, Deacon and Harrison, petitioned for an order against the defendants, who were not represented, for \$1,846.08—money due to the plaintiff in respect of agent's commission and expenses. A third claim for damages, arising out of a wrongful termination of contract, was deleted from the plaint.

The plaintiff's case was that in 1914 he, on the representations of the defendants who carried on business at Bombay, India, undertook to sell, at prices subject to confirmation by defendants, five chests of opium at Hongkong, and paid coolie hire, godown rent, insurance and handling charges on it. Offers were submitted to defendants for the purchase of the opium, all of which they refused. In the first part of 1915, acting on instructions from defendants, plaintiff sent the opium to Shanghai, paying \$133.00 freight on it, and endeavored to sell it. He secured an offer of \$80,000 for the five chests, which was more than the ruling market rates at that time, but defendants refused to sell and took the opium back. Defendants claimed that he was entitled to \$1,170 commission in respect of the lost transaction.

Messrs. R. W. McIntyre and D. Rolph proved the payment of freight and insurance on the part of plaintiff and his Honour made an order for the full amount claimed.

JOSS STICKS IN COURT.

(BEFORE THE JUDGE IN CHIEF (MR. JUSTICE WOOD)).

Damages were sought by the Shun Cheung firm, in business at 123, Bonham Strand East, from Chan Yik Cho, of 78, Des Voeux Road West, in a case in which a well known trade mark of joss sticks was involved.

The plaintiff is a firm of import and export agents. Evidence was offered in its behalf that in September it ordered ten cases of joss sticks from Lau Tin Chan of Canton. On arrival of part of the order, which bore the maker's name, a *fals* from the defendant's shop appeared and accused the plaintiff of using the defendant's trade mark—the registered trade mark "Tin Chan." The latter brand of joss sticks was said to be famous.

The defendant then took steps to have an examination made of the consignment, to determine whether there was any infringement of the trade mark. The plaintiff claimed that in the examination the goods suffered damage, and also the incident affected his reputation.

Mr. Masen appeared for the plaintiff; Mr. Gardner for the defendant. For the defendant it was claimed that the damage was trivial, and also that a representative of the plaintiff's firm had accepted one dollar as covering all the damage that had been caused.

Judgment, with costs, was given for the defendant.

SPORT.

FOOTBALL.

Below is the table for the 2nd Division League up to November 20th:—

CLUB.	P.	W.	D.	L.	P.	G.	PTS.
Hongkong Res.	5	2	0	3	11	3	8
R.C.A. Res.	5	4	1	0	13	6	8
St. Joseph's	4	3	1	0	10	3	0
Others United	5	2	3	0	9	6	4
Hongkong Club	5	2	3	0	6	5	4
South China F.C.	5	2	3	0	9	0	4
Indian F.C.	5	2	3	0	10	12	4
United F.C.	4	2	2	0	5	9	4
Club de Recreatio	4	1	2	1	6	7	3
Staff and Depots	4	1	2	1	7	8	3
Caritas Res.	4	1	0	3	2	2	2
Parabola 2/22	5	1	4	0	2	21	2

negotiated without further ado. Unfortunately Mr. X fell a victim to pride, and asked the canny Scot why his particular club should have been chosen to play this difficult shot, to which he received the curt reply: "Aw thocht aw might brak ma aim." The dialect was kindly provided for me by the wife of a well-known Scottish Goller in the Colony, so I take responsibility for any accident that occurs to any of my English readers who try to repeat it!

As a slight reminder, the St. Andrew's Match, Scotland v. The Rest, is down for December 31st. Has it been decided yet who will raise the two teams?

One of my readers has asked me if I know who V.W. is. I don't, do you?

LADIES' EVENING WEAR.

You are cordially invited to visit the SHOW ROOMS of

Lane, Crawford & Co.

WHO ANNOUNCE A MAGNIFICENT SHOW

OF

DRESSES & CLOAKS

FOR EVENING WEAR

DANCE DRESSES EVENING CLOAKS

SHOES, GLOVES, STOCKINGS, SCARVES.



In every detail of our delightful Models will be discerned that distinction of design and excellence of finish that are the signs of Quality.

Come and judge for yourself the Value.

15

DICKS

PATENT UNIVERSAL SIZE PACKING STEAM AND HYDRAULIC.

The most useful and efficient packing known.

SOLE AGENTS:

LANE, CRAWFORD & CO.

HONGKONG.

[469]

THE COLUMBIA RECORD

No. 270

"EIGHTSOME REEL" & "FOURSOME REEL"

SERVES AS A PRACTICE FOR ST. ANDREW'S BALL AT YOUR OWN HOME.

Obtainable only at

The Anderson Music Co., Ltd.

117

Powell

TELEPHONE 216

JUST RECEIVED

a new consignment of

FELT HATS

Made by

GLYN & CO.

44, Old Broad St.,

LONDON, W.

LATEST STYLES NOW SHOWING IN

SOFT FELTS, CAPS, STRAWS AND THE

POPULAR VELOUR

WE INVITE INSPECTION.

Wm. POWELL, Ltd.,

Gentlemen's High-Class Outfitters.

NEW ADVERTISEMENTS

WILKINSON HINTWOOD & CLERK LTD.
Varnish, Paint & Colour Manufacturers.

MR. LEUNG TEN KWAI is no longer connected with this Company, and his authority to sign our name is hereby cancelled.
F. C. BARNHAM,
Manager in the Far East,
Hongkong, November 23rd, 1920. [1830]

HONGKONG GYMKHANA CLUB

THE FIFTH GYMKHANA MEETING will be held (weather permitting) at the Happy Valley, on SATURDAY, NOVEMBER 27th, commencing at 2 p.m.
The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, November 23rd, 1920. [1832]

WANTED IMMEDIATELY

COMPETENT TYPIST and STENOGRAPHER for local Shipping Office.
Apply—
Care of "Daily Press" Office, [1831]

WANTED

FURNISHED HOUSE on THE PEAK for 12 or 18 months from next Spring.
Garden required.
Apply to—
Box No. 3815,
Care of "Daily Press" Office, [1815]

TO LET

ONE LARGE ROOM to let for Office.
14, Des Voeux Road Central, Top Floor.
Apply to—
Care of "Daily Press" Office, [1736]

REPULSE BAY HOTEL.

THANKSGIVING DAY.

A DINNER DANCE will be held on THURSDAY, the 25th NOVEMBER, 1920. [1827]

CHRISTMAS AND NEW YEAR.

1920/1921.

CABARET DINNER DANCES will be held as follows:
DECEMBER 26th, CHRISTMAS EVE, REPULSE BAY HOTEL.
DECEMBER 27th, CHRISTMAS NIGHT, HONGKONG HOTEL.
DECEMBER 27th, BOXING DAY, REPULSE BAY HOTEL.
DECEMBER 31st, NEW YEAR'S EVE, REPULSE BAY HOTEL.
Patrons are kindly requested to make table reservations early in view of the fact that accommodation is limited.
Attention at the REPULSE BAY HOTEL are being carried out with a view to doubling the floor capacity for Dancing; such alterations will be completed before the above dates.
J. H. TAGGART,
Manager. [1828]

37th ANNUAL ALFRESCO FETE

of the

SOCIETY OF ST. VINCENT DE PAUL

5th DECEMBER, 1920.

Under the distinguished patronage of
H.E. THE GOVERNOR and LADY BRUCE

DONATIONS

of
Souvenirs for the Souvenir Stall
and
Prizes for the various other Stalls
will be
gratefully received and acknowledged
if sent to
Messrs. J. M. ALVES & Co's Office,
14, Chater Road. [1742]

DAIRY FARM NEWS

POULTRY

WE are now in a position to supply our Own Farm Poultry and Eggs at the undermentioned prices:
CHICKENS ... 60 cents per lb.
CAPONS ... 55 " "

CHEESE

New shipments just received—

YAM CHEESE ... \$3.25 per bell
GOUDA CHEESE ... 0.80 " "

Our own Make—
MONTA CHEESE ... 0.20 per lb.
COULOMBIER CHEESE ... 0.20 " "

THE DAIRY FARM ICE & COOL

STORAGE CO., LTD.

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/331 dated 1st July, 1907, for 15 shares Nos. 87638 to 87652 inclusive all registered in the name of Mrs. Eustancia Loyaaga has been LOST or STOLEN, and should this certificate not be produced to the Bank before the 1st day of December, 1920, a new certificate for the shares will be issued and the aforesaid Provisional Certificate No. 43/331 will be thereafter treated by this Corporation as NULL and VOID.
By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, November 1st, 1920. [1708]

NOTICE

MINISTRY OF COMMUNICATIONS.

THE MINISTRY OF COMMUNICATIONS is now in need of CHINESE STUDENTS who have been trained either in China or abroad on the following subjects—General Railway Administration, Accounting, Traffic, Workshop, and Store Management, Railway Laws and Regulations, Railway Statistics, Civil Engineering, Mechanical Engineering, Railway Engineering, Bridge design and construction, Surveying, Drafting, Masonry, Hydraulic Engineering, or Car Manufacturing, Signal Engineering, Testing of Materials, etc. Applicants shall send in their applications together with their diplomas, certificates, and published works, if any, not later than the 31st of December, 1920, to the following address—
Mr. CHENG HUNG-NIEN,
Director of Railway Department,
Ministry of Communications, Peking.
Every application must contain the address of the applicant. Non-residents of Peking need file their applications in person.
Suitable positions will be given to successful candidates.
Unsuccessful candidates will have their diplomas, and other documents returned to them according to the address in the application. [1721]

AVIS OFFICIEL

Relatif au recrutement d'agents techniques Chinois pour le chemin de fer.

La question des chemins de fer devient de plus en plus importante dans tous les pays; à l'étranger cette question a acquis un développement considérable et jusqu'à présent, en Chine, elle ne permet pas de comparer nos pays aux autres puissances. C'est pourquoi notre intention est de modifier et d'améliorer nos méthodes actuelles, soit qu'il s'agisse des lignes déjà terminées, soit en ce qui concerne celles dont les travaux ne sont pas encore commencés. Nous avons donc besoin de nombreux agents techniques pour l'administration, l'exploitation, la comptabilité, les finances, statistiques, contentieux, et pour les études topographiques, plans, projets, traversées des rivières, ponts, et pour les ateliers de toutes sortes, construction du matériel roulant, appareils de voie, signaux, et pour les travaux de réception des matériaux ou machines, et encore pour d'autres services spéciaux.
Ayant vu que nous avons déjà beaucoup d'étudiants qui ont fait des études à l'étranger et des candidats qui possèdent des connaissances spéciales nous regrettons beaucoup de ne pas avoir un moyen de les employer utilement, conformément à tout ce qu'ils ont de capacité et de compétence.
En conséquence nous publions les conditions ci-dessous:

1. Les étudiants qui ont terminé leurs études à l'université ou dans une école supérieure spéciale à l'étranger ou en Chine sont autorisés de présenter au Chef du département des chemins de fer au Ministère des Communications leur certificat de sortie ou autre pièce nous leur recommandée, cachetée, avec leur adresse. Les étudiants doivent joindre à leur demande leur biographie en langue étrangère, s'ils ne peuvent pas l'écrire en chinois.
2. La demande à présenter par les postulants sera reçue jusqu'au 31 Décembre 1920.
3. Les étudiants ou agents techniques qui ne sont pas à Peking devront attendre la réponse du Ministère qui leur fera connaître par une lettre le jour pour passer leur examen, ou leur renverra leur certificat s'il n'est pas jugé suffisant pour les appeler à un examen.
4. Seront refusés sans explications tous les étudiants ou agents techniques qui présenteront une différence entre leur première demande et les dernières compositions, ou qui n'ont pas un moyen quelconque de passer leur examen.
5. De même ne seront pas acceptés tous les étudiants ou agents techniques qui auraient fait des démarches non permises, ou auraient employé des procédés déloyaux ou qui antérieurement auraient fait d'une manière conduite.

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

THE organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be opened AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd [148]

NOTICE

THE BANQUE INDUSTRIELLE DE CHINE has the honor to inform the holders of the TEMPORARY BONDS of the Credit National 1919, which have been subscribed through us, that same must be EXCHANGED in our Paris Office before the 31st March 1921. [1732]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.
An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by enclosing their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD, AP, AW, BF.

PUBLIC AUCTION.

THE Underigned have received instructions from W. M. HUGHES & CO., Esq., to sell by Public Auction,
On SATURDAY,
November 27th, 1920, commencing at 2.15 p.m., at No. 1, Stewart Terrace, The Palace.

VALUABLE HOUSEHOLD FURNITURE
As follows:

HALL—Teakwood Hatstand, Blackwood Side Table, Chairs, etc., etc.

DINING ROOM—Oakwood Dining Table, Arm-chairs, Occasional Chairs, (One Oakwood make) Blackwood Curio Cabinet, Tea Table and Stool, Water Colours, Engravings, A number of Lots Chinese Curio, Brass Ware, etc., Brass Fender, Brass Scullery, etc., File Carpet, Curtains, etc.

BED ROOMS—Fumed Teakwood Bedroom Suite.

Also
Enamelled Baths and Lavatory Basins, Electric Ceiling Fans and Fittings, Iron Safe, Victrola with Records, Pot Plants, etc. (Full Particulars from Catalogue).
On view Friday, 26th, and day of Sale, THURSDAY, 27th.

HUGHES & HUGHES, Auctioneers. [1816]

PUBLIC AUCTION

THE Underigned have received instructions to sell by Public Auction,
On TUESDAY,
the 7th December, 1920, at 11 a.m. within the Cabaret, at Naval Depot, Kowloon.

H.M. TUG "ST. SAMSON"

Length between perpendiculars ... 135 ft. 0 in.
Beam ... 30 " 0 in.
Depth (under side of 6 in. Bar Keel to Upper Deck) ... 16 " 7 1/2 in.

Tonnage, according to British Rules, Gross ... 451 1/2 tons
Nominal Displacement ... 880 tons
At mean draft of ... 13 " 10 in.
Present mean draft ... 10 " 9 in.

Where ... Hongkong
Built When ... September, 1919
By whom H.K. W. Poon Dock Co., Ltd.

Materials of Construction—
Wood ... Fittings in Cabin, etc.
Iron ... General Fittings on Deck, etc.
Steel ... Hull, Bulkheads, etc.
Docks ... Forecastle, Upper and Lower

A single screw steel steamer of L.H.P. 1,200 fitted with internal electric lighting at 100 Volts.

Built under Lloyd's survey, 100 A.I. for towing purposes.

Port of Registry, Hongkong.
To be sold as the ship lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The vessel is now on view between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained on application to the Naval Store Officer, H.M. Dockyard, Hongkong, or to the Chief Engineer, H.M. Dockyard, Hongkong.

On presentation, inspecting orders to the Naval Store Officer, H.M. Dockyard, Hongkong, the vessel will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HUGHES, Auctioneers to the Admiralty. [1804]

A. G. DA ROCHA

AUTHORISED SURVEYOR AND GENERAL BROKER

Queen's Road Central, Telephone No. 2932

WEEKLY AUCTIONS

TUESDAYS—
MISCELLANEOUS GOODS.

THURSDAYS—
VALUABLE HOUSEHOLD FURNITURE

SATURDAYS—
EXCELLENT HOUSEHOLD FURNITURE.

SEAMEN'S INSTITUTE

11, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Merchant Navy and R.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, U.P.O.'s Room, Restaurant, Concert Hall, Church, Private Cabins, and beds in Dormitories. Major Lammah "Dayspring" [1732]

INTIMATION

IDEAL

BEVERAGES

Watson's DRY GINGER ALE

There is something quite unique about its "dryness." Most refreshing and invigorating.

Watson's PYERIS

Sparkling Mineral Table Water. Healthful and refreshing. Blends excellently with Whisky.

Watson's FORMAZONE

Refreshing, invigorating and stimulating.

The temperance Champagne. An ideal beverage for tennis parties.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 436

BIRTHS.

BROTHERTON—At Shanghai, November 18th, to the wife of T. D. BROTHERTON, a son.

VAN ANDEL—At the Peak Hospital on November 22nd, to Mr. and Mrs. ALX. W. VAN ANDEL, a son.

MARRIAGE.

FERNANDES-CARNEIRO—At Shanghai, November 18th, CLARINETTO, third son of the late Mr. C. M. FERNANDES, and Mrs. C. CARNEIRO, widow of the late Mr. F. CARNEIRO, of Macao.

HONGKONG OFFICE: 104, DES VOEUX RD. O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 24th, 1920.

THE SHORTAGE OF TEACHERS

The subject of Education figured largely in the debate on the local Budget. In the criticism by the Hon. Mr. POLLOCK, which represented the considered views of the Unofficial Members as a body, reference was made to the deficiencies in the European Educational staff, which are retarding the teaching in the local schools, and the hope was expressed that these deficiencies will soon be remedied, and also that more schools for the teaching of English will be provided in the Colony. In his reply to these observations the COLONIAL SECRETARY reminded the Council that the effect of the war is still being felt; that men had been taken out of training for five years; and that there is, consequently, a great shortage of teachers at home, where they can command almost any price they like. Apparently the Government considers that the remuneration it is offering is an adequate inducement to teachers to accept the appointments offering in this Colony.

The reason given for the failure to get the required number of teachers is that the advertisements issued by the Crown Agents had quoted the sterling salary without reference to the fact that exchange is allowed at 2s. 6d. under, and made no mention of cheap house rent and free passage. Whether the clear explanations, which are to be given on these points in future will suffice to attract men remains to be seen.

Something more than the fact that young men were taken out of training for the period of the war accounts for the present scarcity of teachers which is undoubtedly very marked. Mr. FISKE, the President

of the Board of Education, in the paper which was read for him at the recent meeting of the British Association in Cardiff, said: "The country needs teachers. We want teachers in our universities, teachers in our secondary schools; we have to create a new class of teacher for our continuation schools, and we are already lamentably short of teachers in our elementary schools." When we bear in mind the comparatively low standard of remuneration which has prevailed heretofore in the educational profession, this scarcity can cause no surprise in these days when so many other vocations are offering more attractive inducements. It is true that circumstances have forced a greatly improved scale of remuneration for the educational profession at home; but the present lamentable scarcity of teachers suggests that the educational authorities have still much farther to go in this direction. We observe a letter in THE TIMES from Dr. WELDON, a distinguished authority on educational matters, in which he says that while there are probably more reasons than one why men and women turn away from the educational profession at the present time, "one reason is undoubtedly financial." There is, perhaps, not a university, he says, which has not lately made, or is not now preparing to make, an appeal for funds in behalf not only of its buildings and equipments, but of its teaching staff. As regards elementary education, which, as he says, is everywhere recognised as the proper concern of the Government, Dr. WELDON insists that it is of the highest importance that the teachers in elementary schools should be adequately paid.

We have frequently heard it alleged that the failure of the Hongkong Government to procure the teachers it needs is also due to an inadequate scale of pay; but the COLONIAL SECRETARY's explanation that it was, from the financial aspect, due rather to the omission from the advertisement of an important explanation in regard to exchange rather discounts the contention. During the present year the salaries of the Education Department, in common with the salaries of all other Departments of the Government Service, have undergone revision, and we believe that in the case of the Education Department very little ground for dissatisfaction exists with the improved conditions of the service. At all events, it does not appear that the financial inducements, if they are fully and clearly understood, are so inadequate as to cause men who are complaining of inadequate pay in the schools at home to spurn the opportunities offered in Hongkong. We agree with Dr. WELDON that the worst of all economies is economy in the payment of the teaching profession. Men and women of culture and character are needed for this work, and if the financial inducements are really insufficient to attract this type of teacher, those inducements must be increased.

The forgery of Bank of Chosen notes worth £100,000 by Russian Bolsheviks and Korean Reds in Siberia has been discovered by the Japanese authorities.

The meeting of the Royal Artillery Association, concerning which an advertisement has been appearing in our columns, takes place at 6 p.m. in the R.A. Theatre tomorrow (Thursday) evening.

Lady Stubbis has kindly consented to be President of the Victoria Ladies' Hockey Club. Practice games are to be held on Monday at Happy Valley, and on Thursday at Victoria School playing field, at 5 p.m.

No less than 36 piculs of opium—about 3½ tons—was burned by the Customs staff on the Hankow Bund in front of the Customs House recently. This great quantity represented the accumulated seizures of less than two months.

Yuan Shih-kai, son of the late Yuan Shih-kai, and his three brothers are going to America to receive education in New York or Washington. In America, it is said, they will be cared for by the President-elect, Mr. Harding, who was a great friend of the late Yuan Shih-kai.

Found in an iron pot in 1917, a note of the Mitsui Bank drawn in 1880 for £1,000,000 and purchased by Mr. Yasutaro Murakami, a medicine manufacturer of Dojima, Osaka, has been held good by the Yokohama District Court and the bank directed to pay Mr. Murakami the face value with accrued interest.

George Sinaecker, the German who made a name for himself in Shanghai during the war, was arrested by Det. Insp. Cruickshank at noon yesterday on a warrant issued by the Mixed Courts at the instance of the Chinese authorities for failing to comply with the Enemy Subject Regulations. He was handed over to the Chinese Police.

The premises of the Victoria Printing Company and Messrs. Hipton & Co. were entered into by burglars on Monday night and goods and money to the value of \$250 were stolen.

For the week ended November 20th, there were reported in the Colony one case (one death) of plague; three cases (one death) of diphtheria; one case of scarlet fever; one case (one death) of enteric fever; one case (one death) of cerebro-spinal fever and three cases (three deaths) of influenza. On Sunday and Monday only one case of diphtheria was reported.

A Javanese coolie, who had worked on board the *Lake Owen* loading cargo, at Sourabaya, was discovered in the hold of the ship six hours after she had left port and was brought to Hongkong. It appears that the man went to sleep in the work hatch and, on his awaking, found the vessel on the high seas. The man called out for assistance and was released. The Captain has undertaken to repatriate the man.

As the Indian watchman of the a.s. *Kwongtung* came ashore on Monday a parcel which he was carrying, was examined and was found to contain two bottles of brandy. He was arrested, and charged before Mr. N. L. Smith, yesterday, with the unlawful possession of the liquor without having paid duty for it. He pleaded "guilty," but said that he was ignorant of the regulations. A fine of \$25 was imposed, and the brandy, which was valued at \$1 per bottle, was ordered to be confiscated.

In recognition of many years' work on the Committee of the Shanghai Club, including his chairmanship during the war years, Mr. R. G. SIMMS has been made the recipient of a handsome silver set as a token of the appreciation of the members. Mr. R. G. MacDonald, the present Chairman, said it was due to Mr. SIMMS' chairmanship and clever guidance that the Club was to-day in its present prosperous state. In reply, Mr. SIMMS thanked the members most sincerely for the very handsome present they had made him and assured them that he would always look upon it as one of his most valued possessions, especially for the remembrance of old friendships and associations.

A very quiet wedding, attended only by the relatives and a few intimate friends of the two families, was solemnised at Manila on Sunday November 14th, at the home of the Royal Italian Consul-General, the contracting parties being Doctor C. G. Ghezzi, director and chemist of Lery and Blum, Inc., Escalita, Jewellers, and Miss Aurea F. Eça da Silva, daughter of a prominent member of the Portuguese community of Macao and Hongkong. The ceremonies at the Italian consulate-general, at which Consul-General A. Laraschi officiated, was followed by a religious ceremony at the Santa Ana Church, performed by the Rev. Father Moya. A reception in honour of the newly-wedded couple was held later at the home of the consul.

Amoy has been promised a University, its chief promoter being Mr. Chen Kai-keo. A reception in his honour was recently given at Amoy by the World's Chinese Students' Federation, and the chief spokesman at the gathering mentioned that Mr. Chen had given almost all he possessed for the promotion of modern education among the Chinese. Mr. Chen, in a speech, said that in Western countries it is by no means seldom that people make big donations to educational funds, though it is something new in China. As to the founding of the said Amoy University, he was not in a position to undertake the whole work; he was only the chief promoter, and he meant to encourage the rich Chinese merchants abroad to contribute, either financially or in any other form, to the absolutely important work of education. Among those who were present were Mr. Tang Shiao-yi, Mr. Yang Tokeng, Dr. T. H. Lee, and Mr. Y. M. Chien.

ALLEGED POSSESSION OF OPIUM.

BAIL OF \$36,000 REQUIRED.

Inspector Blackman formally charged a Chinese before Mr. G. N. Orme, yesterday, with the unlawful possession on board the s.s. *Shinyo Maru*, of 300 taels of prepared, non-Government opium, valued at \$3,600, and applied for a remand, pending the receipt of the Government Analyst's report on the seizure.

The Magistrate mentioned the question of bail, and the Inspector asked for \$36,000, saying that would be the amount of the fine (ten times the value) if the defendant were convicted.

The defendant, who was not represented by Counsel, was remanded in police custody until Friday.

MURDERS IN DUBLIN: SIMULTANEOUS RAIDS BY SINN FEINERS: MANY OFFICERS KILLED. TRADING WITH RUSSIA: BRITISH AGREEMENT HANDED TO M. KRASSIN.

(REUTERS' AGENCY.)

DUBLIN MURDERS.

TWELVE OFFICERS SHOT DEAD IN DUBLIN.

LONDON, November 23rd.

A dozen men said to be ex-officers and officers living out of barracks were shot dead in Dublin this morning. Two were killed in Gresham Hotel. Captain Newberry was shot dead at his residence. Three men were shot in another house, two of whom are dead and one is dying.

GREAT EXCITEMENT IN DUBLIN.

LATER.

It now appears that according to an official statement 14 officers were killed and 8 wounded in Dublin. The dead include two court-martial officers. The Auxiliary Police have captured three assassins. Two members of the Auxiliary force were killed while going for reinforcements.

Major Fitzgerald was shot in bed. Great excitement prevails in the city. Military cars are patrolling the streets. Bring in the air in order to scatter the crowds.

SIMULTANEOUS ATTACK.

LATER.

A simultaneous attack was made on Army officers living in lodgings outside the barracks. Four officers were shot; one in the house, three in another and two in still another, while a retired officer, Major Fitzgerald, was shot dead in his own house by three men, and another officer was killed in the street.

The procedure in the other raids was very similar, but in the case of the Gresham Hotel, where two officers were murdered, fifteen armed men held up the hotel staff with revolvers and forced a porter to take the party to the officers' bed-rooms. In another case three men were taken to the backyards and shot there. Sometimes the gang interrogated their victims first and ransacked the rooms, destroying what was underfoot to be incriminating evidence against Sinn Feiners.

POLICE RAIDS THROUGHOUT CITY.

LATER.

It appears that 11 officers were killed and 5 wounded. The police and the military are conducting raids throughout the city and holding up motor-cars and motor-cyclists. Grave uneasiness prevails; the citizens fearing reprisals.

CAPTAIN'S PLUCKY FIGHT.

LATER.

The officers killed in Dublin to-day include one Major, five Captains, one ex-Captain, and one Lieutenant.

The wounded include two Colonels, one Captain and one Lieutenant.

The hands, who carried out the murders, ranged from a dozen to twenty-four. Many of the victims were still in bed when they were attacked.

Captain Newberry was shot in the bed-room in the presence of his wife. He made a good fight, wounding one of the raiders who was subsequently captured.

REPRISALS IN DUBLIN.

LONDON, November 23rd.

There is great military activity in Dublin. At midnight shooting was going on and a number have been reported to have been killed.

HOW ASSASSIN ENTERED DUBLIN.

LONDON, November 23rd.

Ten persons were killed and 85 wounded seriously during the raid at the Croke Park football match.

The assassins entered the town in the guise of spectators of the match.

GRAPHIC DETAILS.

LONDON, November 23rd.

Graphic details are related of a murder at Mount Street. A party of 17 Royal Irish Constabulary cadets in a lorry, were passing the house when a woman screamed through the window that an officer had been murdered.

The party surrounded the house and sent off to the barracks for reinforcements. A number entered the house where three officers were living who declared that the murderers entered the bed-room, where two officers were sleeping, by a bogus story about a letter. Immediately, they fired four shots, killing one. The other escaped. The murderers then went to the room of the third officer, who jumped out of bed, knowing what to expect, and remained behind the door. He dropped on his knee as he pulled the door open. The murderers fired twelve shots into the bed and then, decamped.

It is stated that the cadets arrested a man inside the house and three in the vicinity, all of whom are carrying revolvers. Meanwhile, two cadets sent for reinforcements were killed, evidently by the rest of the gang watching the house.

RESULT OF ARRESTS.

LATER.

The appalling series of cold-blooded murders in Dublin has caused the greatest horror, consternation and tension in the city ever experienced since 1916.

The murders occurred at 9 o'clock on Sunday morning. All were accomplished within the space of half an hour, simultaneously, by several gangs. There were eight attacks at eight separate addresses. Most of the victims were shot in bed without a second's warning. Several had miraculous escapes.

Following the murders there was intensified military activity. An aeroplane flew over the city, and troops and police surrounded the sports ground at Croke Park, where a football match was in progress and searched for arms. Sinn Fein pickets fired on the police and the troops, who returned the fire, killing and wounding a number of people. A man and a woman were also killed in the consequent stampede.

The murders are regarded as a sequel to the recent relentless pursuit by men whom captured documents had shown to be the inner circle of the Republican murder gang. At least a score of such persons were arrested in Dublin last week, and the victims are mostly officers engaged in the preparation of evidence against them.

OMINOUS SILENCE.

LATER.

It is officially stated that the Lord Mayor of Dublin has applied for police protection. He is at present being guarded by "Black and Tans." There is an ominous silence regarding the events happening in Dublin during the night. Not a word has been received in London since the message announcing that a good deal of shooting was going on. Two "Black and Tans" were ambushed in County Cork. One was killed and the other seriously wounded.

JOURNALIST SHOT DEAD BY MILITARY.

The well-known sporting journalist Mr. Cowley was shot dead by the military, as he failed to answer a challenge. He was 62 years of age and somewhat deaf.

ROMAN CATHOLIC PRIEST MURDERED.

The body of Michael Griffin, kidnapped on November 14th, was found buried in boggy land near the roadside at Cloughkella, 4 miles from Galway, with bullet wounds in the temple. The deceased, though an extreme Sinn Fein, strongly preached against the Sinn Fein methods. Michael Griffin was a Roman Catholic priest, who, the Irish members of Parliament alleged, had been kidnapped by soldiers, which Sir Hamar Greenwood denied.

GALWAY DENIES REPUBLICANS.

A significant change of attitude towards Sinn Fein has occurred in Galway, so far one of the strongest Sinn Fein districts in Ireland. The Galway County Council has decided officially to repudiate the authority of Dall Eireann and to comply with the requirements of the Local Government Board in defiance of the Republican Parliament.

LATEST CABLES.
FRENCH FOREIGN TRADE.
MATERIAL IMPROVEMENT IN EXPORTS.

PARIS, November 23rd.

A Havas message says:— Official statistics of the French foreign trade for the first ten months of 1920 show very material improvement over the same period of 1919, although the balance is still on the debit side, owing chiefly to the necessity of importing large quantities of grain and coal to make up the deficit resulting from the devastation of the richest agricultural districts and the destruction of mines by the Germans.

The importations were of the value of nearly £1,500,000,000, at par, being an augmentation of about £20,000,000, but the exportations exceeded £700,000,000, being an augmentation of nearly £40,000,000, due chiefly to the vigorous impulse given to the exportation of manufactured articles.

INDIAN JUTE MILLS.

TO WORK SHORT TIME.

CALCUTTA, November 23rd.

The Indian Jute Mills Association has decided that, for six months from January next, jute mills will work only five days a week, owing to scarcity of coal.

FALL IN PRICES.

CONDITIONS IN FRANCE.

PARIS, November 23rd.

A Havas message says:— The papers are giving vent to satisfaction over the steady decline in the prices of the chief commodities, such as sugar, coffee, vegetable oils, butter and wine.

Clothes and footwear are now following suit.

NITROGEN FROM AIR.

FRENCH SCIENTIST'S NEW PROCESS.

PARIS, November 23rd.

A Havas message says:— A commission of prominent scientists have investigated and ascertained the practicability of a French physicist's new invention for producing fertilizers from nitrogen extracted directly from the air by a process less wasteful and cheaper than the so-called Haber process.

FRENCH IN SYRIA.

RECONSTRUCTION WORK PROCEEDING SATISFACTORILY.

PARIS, November 23rd.

A Havas message says:— General Gouraud, the French High Commissioner in Cilicia and Syria, stated before a Parliamentary Committee that the French work of re-organization is proceeding very satisfactorily with the co-operation of Christian and Moslem notabilities. The Governorship of Aleppo has been entrusted to a Turk. Elections are to take place in Lebanon next Spring. The General eulogized the Turkish soldiers' chivalry. The efficiency of Kemal's troops, he said, is decreasing, because he recruited now under compulsion.

MAIL VAN ROBBERY.

LARGEST IN POST OFFICE HISTORY.

OMAHA, November 23rd.

Robbers who attacked a mail van at Council Bluffs, Iowa, burned bonds valued at over \$5,000,000. It is believed that the robbery was the largest in the history of the Post Office. The loss falls heavily on two American companies which had not insured their bonds.

TRADE WITH RUSSIA.

ITALIANS TRADING WITH RUSSIANS.

CONSTANTINOPLE, November 23rd.

The re-opening of Italian trade with the Bolsheviks was marked by the granting of the Italian request for permission to a merchantman to proceed to Novorossiysk for the purpose of general trading.

EARLIER CABLES.

BRITISH AGREEMENT HANDED OVER TO M. KRASSIN.

LONDON, November 23rd.

Mr. Lloyd George has handed to M. Krassin the draft of the trade agreement which the Sunday Times understands M. Krassin will shortly sign. No new clause has been included in the draft, and it is understood that the only clause with which M. Krassin is likely to disagree relates to the payment of Russian debts, which he contends, is an international matter for the Peace Conference.

LATEST CABLES.
LEAGUE OF NATIONS.
NEW APPLICATIONS FOR ADMISSION.

GENEVA, November 23rd.

The question of new admissions to membership of the League of Nations was discussed by a special commission charged with examining the applications. M. Viviani (France) remarked that the commission would pronounce on individual cases after the examination of facts.

Mr. Miller (Australia) and Prince Ranjitsinghi (India) urged that the commission must be guided by the sentiment of justice and the interest of the State requiring admission. Three sub-commissions were appointed to consider applications from the viewpoint of stability.

The most important sub-commission will be presided over by Lord Robert Cecil (South Africa) and will include M. Branting and M. Viviani, and will deal with the applications of Austria and Bulgaria.

SUGGESTION FOR UNIVERSAL DISARMAMENT.

GENEVA, November 23rd.

At a meeting of the sixth committee of the League Assembly, M. Lange (Norway) who, with Dr. Wellington Koo (China), has been charged to report on disarmament, eloquently urged universal and simultaneous reduction of armaments.

Dr. Koo, in a speech on the practical measures to be taken with a view to disarmament, declared that a commission ought to formulate solid and concrete proposals which may be acceptable to the Governments concerned. He was of opinion that it would be better not to create fresh organizations, but to utilize those already existing.

ARMENIA IN EXTREMIS.

PREMIERS' CONFERENCE IN LONDON.

PARIS, November 23rd.

A Havas message says:— The French Premier, M. Leygues, is shortly to leave for London on a visit to Mr. Lloyd George when the situation arising in the Near East from the Greek crisis is to be discussed.

Le Temps, in expressing satisfaction over the impending meeting, writes that the pacifying of the Near East is certainly an urgent problem whose solution, however, is to be found only in agreement between the Allied Governments not on side issues but on the whole of their policies.

KEMALISTS IN RETREAT.

CONSTANTINOPLE, November 23rd.

The Armenian papers report that Armenian forces have re-occupied Alexandropol, and the Kemalists are retreating towards Kars.

CRUSHING TURKISH CONDITIONS.

LONDON, November 23rd.

The Armenians are in a terrible plight, although the capture of their capital city, Erivan, has not yet been confirmed. The Turkish Nationalists, doubtless encouraged by the news from Greece, have denounced the previous armistice and presented another containing impossible conditions.

Lord Robert Cecil has promised to bring the matter urgently before the League of Nations at Geneva.

CRISIS IN GREECE.

PLEBISCITE POSTPONED.

ATHENS, November 23rd.

The plebiscite to ascertain the wishes of the populace as regards the return of ex-King Constantine has been postponed.

M. VENIZELOS AT MESSINA.

MESSINA, November 23rd.

M. Venizelos and party have arrived, but they have not disembarked.

EARLIER CABLES.

VEILED HINT TO EX-KING CONSTANTINE.

LONDON, November 23rd.

The Greek Premier has telegraphed to ex-King Constantine at Lucerne saying that Greek Princess may re-enter Greece like other Greeks.

French diplomatic circles consider this to be a thinly veiled suggestion that the return is favourable for the ex-King's status, but Reuters' Athens correspondent states that Constantine has called that he will await the result of the plebiscite which is announced to be held on Monday, November 28th before returning.

LATEST CABLES.
M.C.C. IN SYDNEY.
DEFEATED BY NEW SOUTH WALES.

SYDNEY, November 23rd.

New South Wales has defeated the Marylebone Cricket Club by 6 wickets. Hobbs made 112 runs in the first innings.

EARLIER CABLES.

TO HELP AUSTRIA.

LONDON, November 23rd.

The Observer's Vienna correspondent learns that the British and French Governments have agreed to help Austria to get on her feet again.

NEW BOLSHEVIK ATTACKS.

ON GENERAL PETLURA AND GENERAL BALAHOVITCH.

LONDON, November 23rd.

Having annihilated General Wrangel's forces the Soviet armies are turning their attention to the two other anti-Bolshevik forces led by General Petlura and General Balahovitch.

A Moscow wireless records that the former has received a bad "drubbing." The Reds have captured Proskuroff, an important town to the east of the old Galician border. General Balahovitch's men in the region north-west of Kiev who had pressed forwards towards Pripiet have been repulsed, losing 1,440 as prisoners.

FAR EASTERN CABLE NEWS.

(REUTERS' AGENCY.)

UNITED STATES' DECLARATION ON CHINESE CONSORTIUM.

WASHINGTON, November 23rd.

The State Department has issued a statement saying that the Chinese Consortium has been organized with the full approval of the Government of the United States. Great Britain, France and Japan in the belief that the Chinese people, thus, would be enabled to procure capital for improving transportation, and with the hope that greater unity and wider economic development would result to the Chinese people, also a greater understanding in Far Eastern matters among the Powers concerned.

CHINESE GATHERING IN LONDON.

LONDON, November 23rd.

A representative gathering of the Chinese community in the United Kingdom presented an illuminated address on a silver plate to the Chinese Minister and Madame Sze "as a token of respect, affection and gratitude." The Chairman of the meeting also handed the Chinese Minister a cheque with the request that it be sent to Peking for famine relief in North China.

JAPANESE WARSHIPS IN SOUTH AMERICAN WATERS.

RIO DE JANEIRO, November 23rd.

Two Japanese training ships have arrived here.

FALLING PRICES.

LORD BEAVERBROOK'S VIEW OF THE FUTURE.

LONDON, November 23rd.

Lord Beaverbrook, who recently returned from an extensive tour in Canada and the United States, discussed some of his impressions with a *Poll* *Hall* *Gazette* representative in a special interview.

Canada, he declared, is abounding in prosperity, and has had the biggest crop in history—a bumper crop, as it was described on all hands, and, as a consequence, wheat prices are declining. The outlook is most promising in every way.

As to the United States, the stabilization of prices, he says, is coming rapidly. There is a tremendous drop in sugar prices and a marked decline in the great American cereal crop, Indian corn. The bottom is out of the motor-car market, and there is a slump that must have important results.

Lord Beaverbrook's investigations into the supply and prospects of newspaper, into all-important essential to the production of newspapers, show that the Canadian manufacturing capacity has considerably increased, and further extensions are being carried out to the already greatly developed mills.

LATEST CABLES.
MILES OF FLOOD WRECKAGE.
SALMON CAST UP ON SCOTTISH GOLF LINKS.

After four days of incessant rain the River Dee to-day burst its banks five miles above Aberdeen and inundated the countryside (wrote the Aberdeen correspondent of the *Daily Express* on Oct. 25th).

The torrent carried haystacks, sheaves of corn, wooden buildings, telephone poles, and uprooted trees past the city to the sea. As the floods rose families began carrying their furniture from the farms to the main roads but several households were marooned, and parents and children had to be taken ashore by motor-boats transpired from Aberdeen on lorries and launched in the river. A number of farmers waded to the edge of the flood carrying their wives and children on their backs.

Most of the grain crops on the Deeside had not been taken in and have all been swept away from the fields. Hundreds of fowls and many horses, cattle, and sheep have been lost.

PONIES DROWNED. An attempt was made to rescue seventeen Shetland ponies grazing on an island in mid-stream. When the pasture became submerged the ponies were panic-stricken but watched with almost human intelligence the efforts made to take them on board a number of cable boats. They had to be left to their fate, and only two succeeded in swimming ashore. The other fifteen were drowned.

The masonry of the bridges has been demolished, and long stretches of the river banks torn away. The floods surrounded a bleaching factory and caused £10,000 damage. When the manager and the clerks rowed over the buildings in a small boat they found the office furniture floating about upside down. The electrical plant has been destroyed and the wooden storehouses and their contents floated down the river.

Near Banchory wild rabbits were tamed by terror, and sought refuge on the tops of the corn stacks in the fields, and farm workers were able to wade over and capture them with their hands.

Salmon were found on the golf course and on a lawn in front of a house when the water receded.

AFLOAT IN A KENNEL.

In the river opposite the village a complete small and a dog kennel floated side by side the dog being still attached to the kennel by his chain.

There are no records of a previous flood of such dimensions, the height of the great Moray floods of 1829 in the historic "Muckle Spate" (Great Flood) having been exceeded by two feet.

In the afternoon two steam fishing vessels broke from their moorings in Aberdeen Harbour, and after drifting out to sea were cast ashore by the incoming tide. One of the ships lay high and dry on the beach, but the other was broken to pieces.

For three miles along the shore there is a continuous line of wreckage, and the carcasses of animals.

Heavy flooding also took place on the River Don, and at Kirkcaldy, some miles out of Aberdeen, railwaymen and passengers had to be taken from the village to the station in a small boat.

HEAD MOVED IN COFFIN.

ESCAPE FROM BEING BURIED ALIVE.

Once again the difficult question of the proof of death is raised. In a recent number of a German medical paper ("Deutsche Med. Wochenschr.") there appears an account by Dr. E. Rautenberg of an exceedingly narrow escape from being buried alive. Happily the coffin was reopened for purposes of identification. The following are the circumstances as given in the organ of the "Medical Research Committee" ("Medical Science").

On October 27th, 1910, a hospital nurse, aged 23, bought from a chemist in Charlottetown for 30 marks a small quantity of a 3.5 per cent. solution of morphine, and also ten powders, each containing 0.5 grammes of veronal. She went into the Grunewald, and at about 4 p.m. swallowed 1.7 grammes of morphine and 3 grammes of veronal. She became dazed, and wandered about until she lost consciousness. The temperature was low and the atmosphere damp and chilly.

Next day she was found, and taken to the mortuary. A doctor saw her, and found her deeply pale and pulseless, nor was she breathing. He dropped some smelling wax on the skin, and no reaction took place. He pronounced the body dead, and it was placed in a coffin, still in its wet clothes.

Some 14 hours later on October 28th, the coffin was reopened, so that a lawyer might identify the body. It appears that the undertaker's men saw that the cheeks were blue, and that the head moved slightly. The same doctor was recalled, and now heard faint heart sounds, but there was still no pulse and no breathing.

The patient was taken to hospital, and at 10 a.m. on October 29th—42 hours after the swallowing of the poison—the limbs and trunk became partially stiff. The patient was still unconscious, and showed no reaction to stimuli. The heart sounds could no longer be heard over the breast bone, the heart beating at 30-40 per minute. There was still no pulse and no breathing. The pain and hips were deadly pale, but the cheeks bluish.

Active treatment for morphine poisoning began. The stomach was pumped out in two hours, and consciousness was regained on October 30th. On November 2nd the patient was convalescent. She remained well.

The case, adds the medical correspondent of the *Times*, is clearly of an exceptional nature, and lends some support to the view that sleep and hibernation have points in common. That the human body can "suspend" its most vital activities would also seem to be suggested, though the evidence on this point is by no means complete.

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AMUSING STORIES OF SIR HERBERT TREE.

THE BITER BIT.

Twelve hands have gone to the writing of "Herbert Tree's Some Memories of His Life," collected by Max Beerbaum (Hutchinson and Co.). No single appreciation would have conveyed the many-sidedness of a character as varied as a jewel-box.

The most interesting section of the book is that written by Lady Tree, who writes tenderly of his amusing eccentricities. "He was an inveterate jester, who nearly always succeeded in turning the laugh against his subject; but on one occasion, when he was stopping at Hurstmonceux, he was hit with his own petard. The story is told in a letter written by Mr. Norman Forbes to Lady Tree:

"When Herbert and I were with Claude Lowther one day in the garden of the castle, a large party of trippers arrived on the scene on a day when the castle was not open to visitors. One of the party, however, approached our host, and, raising his hat, said: 'Excuse me, but are you Colonel Lowther?' To which Claude immediately replied, pointing to Herbert, 'No, that is the colonel.'

PEACHES V. STALLS.

"The visitor then addressed Herbert in these words: 'I am sorry, Colonel Lowther, to have brought my party here on the wrong day, but since we are here, would you allow us just to look at your beautiful garden before we return?' Certainly," said Herbert, "and pick as many peaches as you like!"

"This was too much for Claude, who immediately advanced and said: 'Yes, and my name is Herbert Tree, of His Majesty's Theatre, and I shall be delighted to put a box or stalls at your disposal whenever you care to write.' When we were all three dining afterwards Claude told Herbert that some of the party had asked him if he could not make it for the Coliseum."

"Who was the great statesman who wrote a play which Tree did not produce, but of which Lady Tree thought highly? There must be some few people who will find the clue in the following narrative:—

"Another memorable evening was our first at the Foreign Office. It was in the magnificent days, and the splendour of the scene made Herbert thirst to reproduce on the stage such a glittering effect of the colour, music, and grandeur of all the wealth and dignity and worth of the world."

"He spoke of it to one of the greatest of our statesmen. Mr. — answered, 'I have written a play, and the third act could be the staircase of the Foreign Office.' The play came to us in due course, and I have it still. I do not know to this day why it was never produced."

NO WINE ON SUNDAYS.

America was going "dry" in 1895, much to the annoyance of all hospitable folk:—

"It was on our way either to Philadelphia or Baltimore that Herbert, as was his genial custom, invited the whole company to dine with us on our Sunday arrival. In due course we were assembled, and Herbert ordered the usual magnanimous, where-with to stake our thirst. To our dismay, to his rage, we were told that no wine could be served in that town on Sundays."

"Furious at this thwarting of his hospitable intent, alternately speechless with wrath and voluble with invective, Herbert denounced the whole American race, predicted its speedy downfall, declared that the matter should have world-wide publicity, and was only stemmed in his torrents by some one suggesting that some such keepsake as Mrs. Lippincott had bestowed on his might soften the heart and open the cellar."

The keepsake was a golden twenty dollar piece. The hint was taken, the dinner proceeded, and a brilliant evening ended "amid a sea of champagne and liqueurs." Tree, when he came to be, was a diplomatist. On the last night of "A Man's Shadow" Mr. Gladstone came on the stage after the play and asked the political opinions of the theatrical world."

"Herbert," writes Lady Tree, "answered, 'Conservative on the whole; but,' he added hastily, as he saw a darkening in his distinguished visitor's face, 'the same-shifters are Radical almost to a man.' They parted firm friends."

SHOPPING IN LONDON.

CHEAPER COSTUMES AND FROCKS.

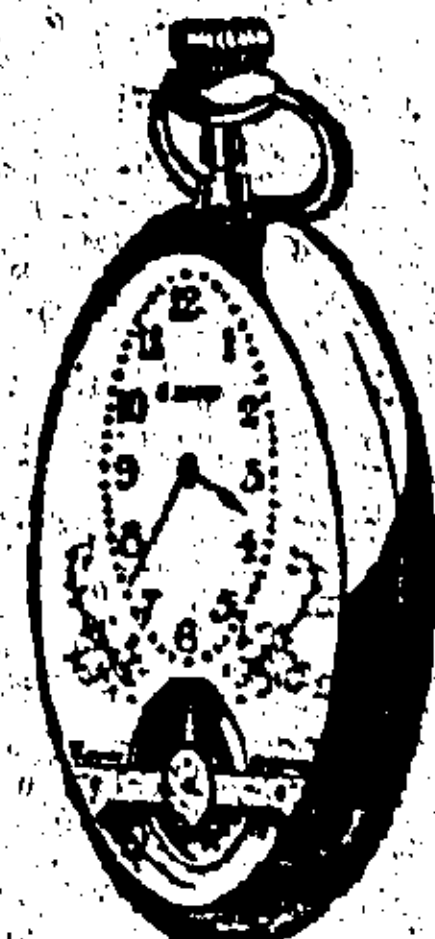
Whether it is due to American price-cutting or to the fact that the bulk of shopping women are now spending less, it is noticeable that the prices of the most popular tickets—which had practically disappeared when prices went up—have reappeared on the more important articles of women's wear in West-end shops. Tickets are even to be seen in some of the more exclusive houses.

The prices appear to be competitive, and in Regent-street, recently there were women walking from window to window comparing the value offered. Prices are lower, and well-cut coats and skirts are no longer marked at the recent ridiculous figures. Winter costumes were priced as low as 7½ guineas in at least two good houses, and little indoor serge frocks were about the same price. This marks a reduction of several guineas compared with a few months ago. Comparatively few furs are ticketed, however. When prices were high, disappeared, less people would not come in to buy, they were taken off furs first, and they are likely to be restored to furs last.

The apprentice to golf was toiling valiantly in a bunker, creating miniature sandstorms. As he sweated and swore, he noticed his caddy lying at full-length and watching his futile efforts with a broad grin. "You must have been here tired," he sarcastically observed, "lying down at this time of day." "I ain't tired of carrying," drawled the caddy, "but I am of your golfing."

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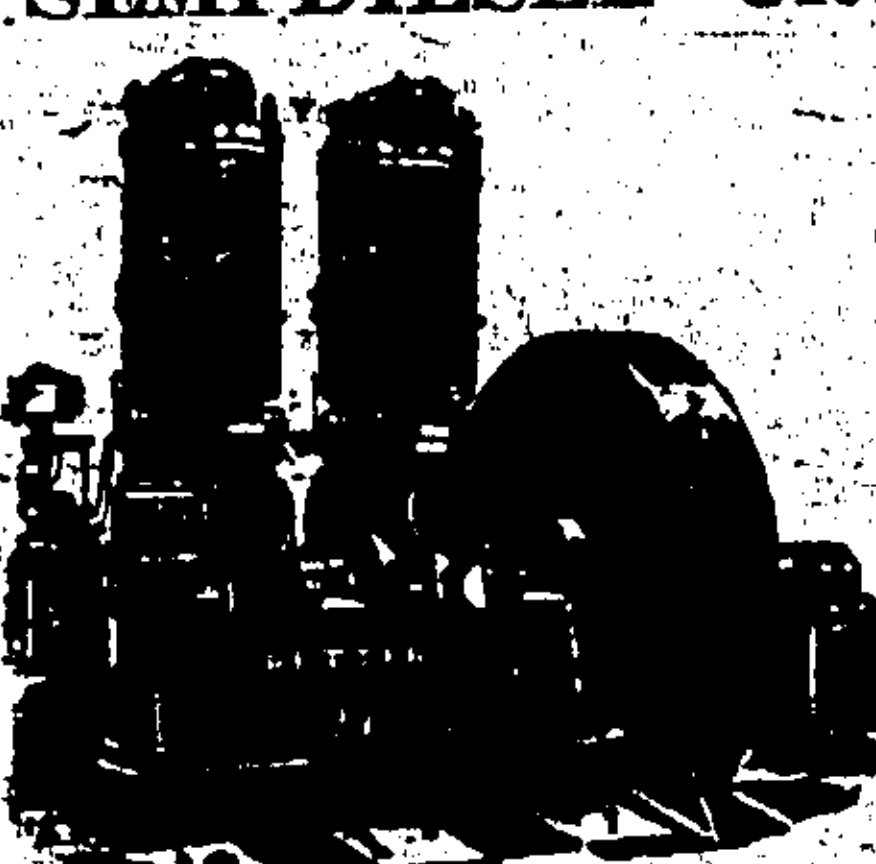
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Depth on Centre of

BILL (H.W.O.S.) 84 ft. 6 ins.

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via Suez or Panama Canals at Owners' Option.

LLOYD TRIESTINOFor SHANGHAI
S.S. "NIPPON" ... on or about 2nd DecemberFor **BRINDISI, VENICE & TRIESTE.**
Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBIA PORTS.via **SINGAPORE, PENANG & COLOMBO**
S.S. "PRESIA" ... on or about 12th December.
Passenger's Luggage can be insured at the Office of the Agents.**NANYO YUSEN KAISHA, Ltd.**
(SOUTH SEA MAIL S.S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA.For JAPAN
S.S. "BORNEO MARU" ... sailing on or about 27th Nov.For JAVA
S.S. "HUKUTO MARU" ... sailing on or about 13th Dec.**OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS
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DODWELL & CO., LTD.
Agents. 110**N. Y. K.****NIPPON YUSEN KAISHA**

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Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.TOYOHASHI MARU (calling Vancouver) ... Friday, 26th Nov., at 11 a.m.
FUSHIMI MARU (calling Manila) ... Tuesday, 14th Dec., at 11 a.m.
KATOH MARU ... Tuesday, 22nd Dec., at 11 a.m.
KASHIMA MARU (calling Manila) ... Wednesday, 30th Jan., at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.INABA MARU ... Monday, 20th Nov., at 11 a.m.
KAMO MARU ... Friday, 10th Dec., at 11 a.m.
IYO MARU ... Friday, 24th Dec., at 11 a.m.**HAMBURG, LONDON & ROTTERDAM** via Suez.

LIMA MARU ... Saturday, 4th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore ... End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 24th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.**NEW YORK** via Manila, Java, Straits & Suez.**SOUTH AMERICAN PORTS** via CAPE.

HAKODATE MARU sailing from Singapore Thursday, 9th Dec.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Sunday, 28th Nov.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU ... Wednesday, 24th November.

TAKETOYO MARU ... Saturday, 14th December.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

SHIKO MARU ... Saturday, 18th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINZUI MARU ... Thursday, 25th November.

NAGANO MARU ... Saturday, 27th November.

ATSUTA MARU ... Sunday, 28th Nov., at 11 a.m.

SHIDZUKA MARU ... Friday, 10th Dec., at 11 a.m.

For further information apply to: **NIPPON YUSEN KAISHA.**
Telephone Nos. 221 & 232. S. YASUDA, Manager.**SERVICE to UNITED STATES**For **NEW YORK and/or BOSTON** via Panama,

S.S. "SURUGA" ... about 12th Dec.

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AGENTS

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HOTEL MAYFAIR.

1774

AIR TRANSPORT.

SOME PROBLEMS FOR

DISCUSSION.

CLEAR THINKING NEEDED.

The Times' Aeronautical Correspondent writes: Though one welcomes the Guildhall air conference heartily, because nothing but good can come from it, it is not easy to reduce the points at issue to anything like a formula. The upheaval in service flying following the war, the painful retraction of an abnormal growth to one which was rigidly normal, has been a time of bitterness and trial; but it has been gone through firmly, calmly, and efficiently. Within the limits imposed by retrenchment and economy our air service is, and will be, the finest in the world. On its technical side, too, and in its expert probing into new methods and machines, it gives one every confidence. With more money more could be done; but with the money actually forthcoming one may safely take it that everything possible is being done.

Whatever the Guildhall conference may do, it is scarcely likely to conjure up any more money for flying. We shall have much interesting talk, and valuable exchanges of opinion, but in finance one may take it that the last word has been said for some time to come. The decision to hold up, at any rate temporarily, the scheme for assisting commercial air transport by a Government payment based on useful work actually done, plainly means that no money will be forthcoming unless the industry should be found this winter to be in a critically bad position; and this raises a point on which clear thinking seems necessary.

Commercial air transport, represented by the airways between this country and the Continent, is now giving excellent promise. Small profits have been made already under most unfavourable conditions. Machines are now forthcoming, which are the first real attempt to produce commercial aeroplanes. If this coming winter can be survived—and it should be, with the development of cargo transport by air—the promise for 1921 should be excellent. This is looking upon air transport as a small and quite separate, but hoped-for branch of the general problem. That the demand for commercial transport machines can keep anything like a big designing and manufacturing industry in existence is plainly impossible. The machines required, though they will increase in number, will be a drop in the ocean as we understand production during the war; and with the glut of surplus war machines still hampering the industry, the position of the aircraft designer and manufacturer must, for some time to come, remain critical.

NEEDS OF COMMERCIAL TRANSPORT.

Commercial air transport now wants the confidence and support of the business and financial worlds. The figures which can be produced for this summer's flying are good enough for any business man. What we want are organized fleets of the commercial aeroplanes now available. Airways must be set up without scruple machines of a converted war-type, which are too expensive to run. The question of goods transport by air requires also to be decided in a bold and businesslike way, and this means money for investment in slow-flying goods carriers, and in a campaign to popularize the air transit of merchandise. Even today a fairly large consignment of goods can be accepted for carriage by air over a distance of several hundred miles for a fee of only 1s. 6d. With a proper fleet of cargo aeroplanes in commission, each carrying several tons of goods at an average speed of about 100 miles an hour, the commercial world of Europe could be given the time-saving of air transport, and this would represent days rather than hours at fees which need not be higher than a few pence a lb.

All this means organization, and also money. Still, one commends this aspect of air transport very heartily to the attention of the Conference. The sturdy of airway traffic, in its purely commercial phase, must be the transport of mails and goods in bulk.

In addition to machines and money for development, we want some sort of immediate committee, of an international character, which will comprise representatives of actual air transport companies—an active commercial committee rather on the lines of a railway management committee. This body should set quite apart from the work of Government Departments. It should discuss and solve its own questions of inter-communication, and concern itself with the standardization, so far as possible, of machines and ground organizations and the quickening of land transport to the previous hours are no longer wasted in the purely ground connections of an airway. Mr. Frank Beale, managing director of Aircraft Transport and Travel, spoke on these lines in recent articles published in *The Times*; and the question is more urgent now than it was then.

The excellent work, under trying conditions, of the Civil Department of the Air Ministry, has helped transport firms in the practical sense that had the Department not existed with its airports and wireless and meteorological services, the companies would have had to spend more money. We shall have to do some clear thinking at the Conference as to the relation, in the next few years, between service and civil flying. As the sciences of war craft and commercial craft develop there will be a steadily widening difference between the two types of machine. War aircraft in its new phase will be a very special sort of machine, requiring to do things that will be unnecessary with the commercial machine; and it is clear already that the commercial machine may take such strides, along special lines, that it will become something very different from what we know to-day, and a machine quite apart, in its appearance and performance, from any war machine say five or 10 years hence. This means, from the practical view, points of assistance commercial aeroplanes would be in the event of war, that such machines would find work mainly as transport.

The price of the *Daily Herald* the London Labour paper has been increased to two pence.
Hagenbeck's famous zoo in Hamburg has been closed down owing to cost of food and fuel.

INTIMATIONS**JUST RECEIVED****SWEET PEAS SEEDS.****GRACA & CO.**

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 23rd.

	Previous On Date	On Date
Barometer	29.96	29.99
Temperature	71	70
Humidity	78	81
Wind Direction	East	East
Force	3	3
Weather	0	0
Rain	0	0

Highest open-air Temperature on 23rd... 71
Lowest open-air Temperature on 23rd... 69**SUNRISE AND SUNSET.**

FOR NOVEMBER.

Date	Sunrise	Sunset
November 24th	6.43	5.52
" 25th	6.43	5.53
" 26th	6.43	5.53
" 27th	6.44	5.53
" 28th	6.45	5.53
" 29th	6.45	5.53
" 30th	6.45	5.53
December 1st	6.47	5.53

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CAPTAIN C. V. LLOYD

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Messrs. BARNES & CO.

Canton: Messrs. A. S. WATSON & CO.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA "FOOKSANG" Wed. 24th Nov. 2 p.m.
SHANGHAI & THIRUVARUR via SWATOW "HOPKANG" Thurs. 25th Nov. 11 a.m.
MANILA "LOONGSANG" Fri. 26th Nov. 3 p.m.
SHANGHAI via HONGKONG "FOOKSANG" Sun. 27th Nov. 11 a.m.
STRAITS & CALCUTTA "NAMSANG" Tues. 30th Nov. 2 p.m.
HAIPHONG via HOIHOW "TARRANG" Wed. 1st Dec. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Strait and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtzean Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo. One sailing per month between Hongkong and Bangkok by a steamer having up-to-date accommodation for passengers.

BOHNEO LINE—Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawau and Lahad Duta.

TIENSTIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Nov. 24th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

S.S. "NAMSANG" will be despatched on or about Nov. 30th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 218.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENSHANE" (via From New York via Panama)	20th Nov.	20th Nov.
"GLENADE"	23rd Dec.	23rd Dec.
"GLENLUCE"	4th Jan.	4th Jan.
"GLENTARA"	18th Jan.	18th Jan.

HOMEWARDS.

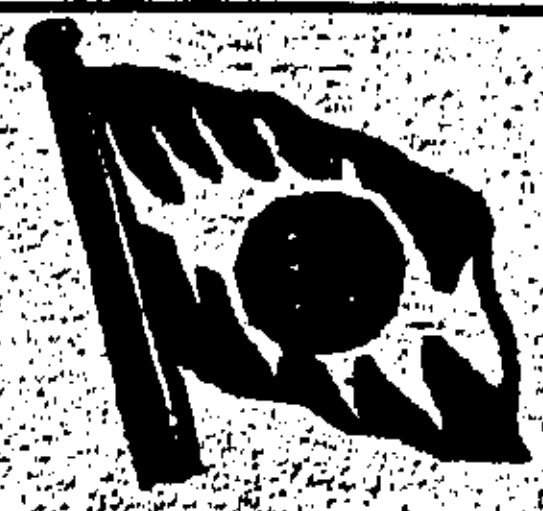
Vessel	Leaves Hongkong	Discharges
"GLENSHANE"	about 1st Dec.	GLENGLAD, LONDON, ANTWERP & ROTTERDAM
"GLENGLE"	10th Dec.	GLENGLAD, LONDON & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUDA Aki

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And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,100 tons deadweight each

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

SINGAPORE

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALE S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM — "BLOEMFONTEIN" — 27th Nov.
LONDON — "CITY OF LINCOLN" — 15th Dec.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

to Messrs & Co., Charter.

THE BANK LINE LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

ILIOLO, PAKHOI & HAIPHONG — "YUNNAN" — On 24th Nov., 4 P.M.
SWATOW & SINGAPORE — "KAI FONG" — On 15th Nov., 10 A.M.
SWATOW & SINGAPORE — "KAI FONG" — On 25th Nov., Noon.
SWATOW & SINGAPORE — "CHANGCHOW" — On 25th Nov., 10 A.M.
SWATOW & SINGAPORE — "YINGCHOW" — On 26th Nov., 4 P.M.
SWATOW & SINGAPORE — "CHUSAN" — On 27th Nov., 4 P.M.
SWATOW & SINGAPORE — "CHUSAN" — On 30th Nov., 10 A.M.
SWATOW & SINGAPORE — "TAMING" — On 30th Nov., 4 P.M.
AMOI, SHANGHAI & FUKOW — "SZICHUEN" — On 30th Nov., 4 P.M.

SHANGHAI LINE — PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Pootung.

BANGKOK LINE — Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

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AND RETURN

(Occupying 9 to 10 Days)

"HAIHONG" — Capt. W. C. Passmore FRIDAY, 18th Nov., at 12 Noon.
"HAILONG" — Capt. J. B. Thomson TUESDAY, 22nd Nov., at 12 Noon.
"HAICHING" — Capt. A. H. Stewart FRIDAY, 2nd Dec., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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General Manager.

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Dues to Arrive

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S.S. WEST HIKI

Dec. 8th

Dec. 11th

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Head Office—Los Angeles, Cal.
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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,553	28th Nov. 10 A.M.	Marseilles, London & Antwerp
"SOMALI"	6,719	7th Dec.	do
"DUNER"	5,400	12th Dec.	Singapore, Colombo & Bombay
"DEVANTRA"	5,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	6,708	21st Dec.	Marseilles, London & Antwerp
"PLASSY"	7,348	21st Jan. 1922	Marseilles, London & Antwerp
"DELTA"	8,000	4th Feb.	do
"KHIVA"	9,000	18th Feb.	do

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" 6,000 18th Nov. 1 P.M. Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	1st Dec.	Sandwich, Thursday Island,
"ST. ALBANS"	4,500	22nd Dec.	Cairns, Townsville, Brisbane
"EASTERN"	4,000	17th Jan.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DUNER"	5,400	30th Nov.	Shanghai Only
"ST. ALBANS"	4,500	4th Dec.	Japan direct.
"SICILIA"	7,000	5th Dec.	Shanghai & Japan.
"TANDA"	7,000	8th Dec.	Shanghai & Japan.
"BANCA" (Cargo)	6,000	14th Dec.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

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All Cables are fitted with Electric Field telegraph.
Passengers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 9ft. x 3ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after this date have been made by the Godown.

For Further Information, Freight Rates, Freight, Handbooks, etc., apply to

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service—Singapore and Port Said.

"HAYASA MARU" — Sunday, 5th Dec.

Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" — Tuesday, 9th Dec.

Taking Passengers.

On 1st Marseilles.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

YUNNAN MARU — Tuesday, 2nd Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" — Wednesday, 23rd Nov.

"ALABAMA MARU" — Saturday, 11th Dec.

On 1st Manila.

(Taking Passengers)

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and

Cuban Ports.

"AMUR MARU" — 27th Jan. 1922.

NEW ORLEANS LINE

"SUMATRA MARU" — Beginning of Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HAYASA MARU" — Monday, 22nd Nov.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation

for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"KAIYO MARU" — Sunday, 28th Nov. 10 A.M.

TAKAO via SWATOW & AMOI.

"BOHU MARU" — Thursday, 2nd Dec. 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

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"CHANGSHA" 7th Dec. 13th Dec.

SAILING HONGKONG TO AUSTRALIA.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

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HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
"PERSEA MARU"	2,000	Dec. 2nd
"KORUM MARU"	2,000	Dec. 17th
"SIBERIA MARU"	2,000	Dec. 31st
"TENYO MARU"	2,000	Jan. 13th
"SHINTO MARU"	2,000	Feb. 7th, 1922.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALD,

ORU, BALBOA, CALLAO, MOLLENO, ARICA & IQUIQUE.

Through by TRANS-ANDREA ROUTE TO BUENOS AIRES.

STEAMER TONS LEAVE HONGKONG

TOKYO MARU (Cargo only) — Dec. 9th.

KIYO MARU — 17,500 — Jan. 10th, 1922.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building.

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